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# Auto EXPRESS

THE CAR NEWS WEEKLY

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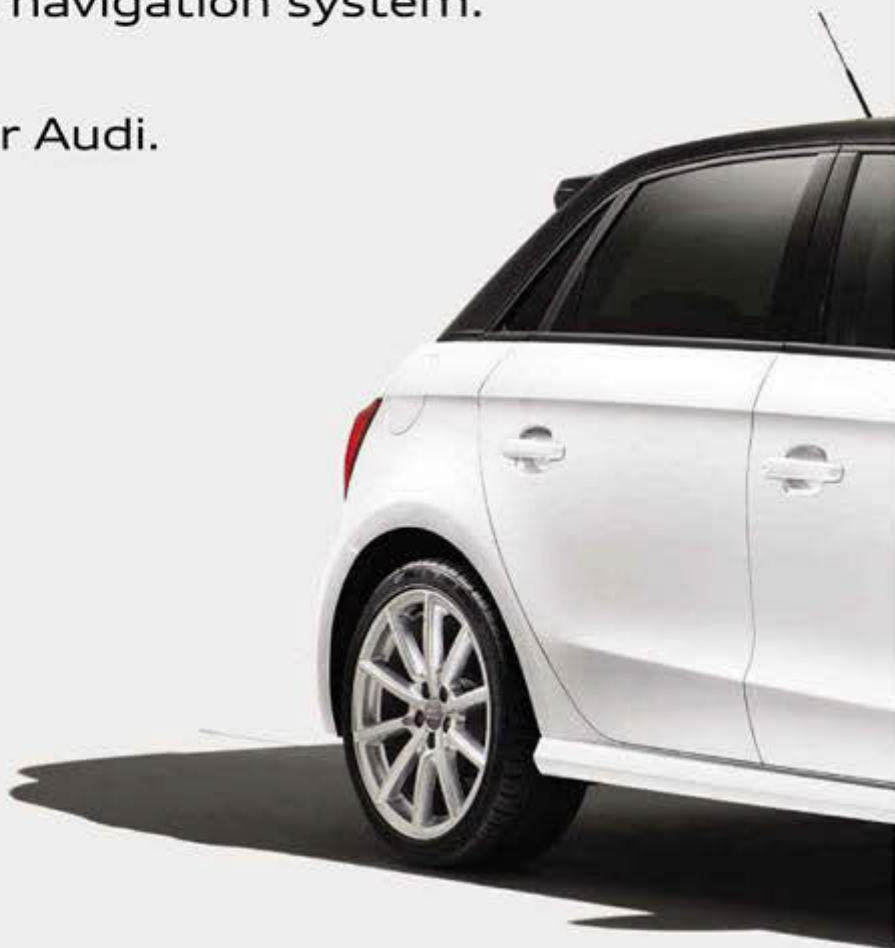
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SUV  
BOOM**



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**Online  
this week**



**First drive verdict on  
the new Mazda CX-3**

MAZDA'S first supermini-SUV will have a fight on its hands tempting people away from the likes of the Nissan Juke.

But the stylish CX-3 has an immediate ace to play in that it comes with the heart of the new MX-5.

The 1.5-litre SkyActiv petrol engine is the same unit you'll find in the two-seat roadster but a more frugal 2.0-litre diesel is also on offer. Head online for our definitive verdict.

**For more visit  
autoexpress.co.uk**

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\*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) - £3,221.55; followed by 36 monthly rentals of £165-£249; optional final rental £6,267-£6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit [citroen.co.uk](http://citroen.co.uk).





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# It's time people who make the rules on cars knew about cars

**Latest Euro 6 diesels like  
Peugeot 208 are as clean  
as petrol models**



**AE** IF you drive a diesel, it's likely going further on each gallon of fuel and the prospect of lower tax rates (in the form of Vehicle Excise Duty or company car tax) helped sway your decision.

For many years now, our Government has encouraged us to go low CO<sub>2</sub> by buying diesel, and rewarded us for doing so. Right decision at the right time, the politicians would say. But while the same regulations stay in place at a national level, many local politicians, faced with meeting targets for local pollution, are promising penalties for diesel owners – all diesel owners.

And here's the rub – not all diesels are the same. If you buy a car post-September this year, it'll comply with the very latest Euro 6 emissions regulations – it has to, it's the law. And Euro 6 brings rather stringent rules when it comes to emissions that are important to local air quality: nitrous oxides, hydrocarbons and particulate matter. It means that diesel cars are very nearly as clean as petrol cars in that respect, while retaining a clear advantage on CO<sub>2</sub>.

However, some local legislators seem to be treating all diesels – at home and abroad – with the same dirty brush. That's just plain wrong and unfairly expensive for many car owners. Euro 6 diesels are cleaner than Euro 5 diesels, which are cleaner than Euro 4 diesels. And if your diesel doesn't have a particulate filter (introduced as part of Euro 4 regulations), it really is a dirty diesel.

Where does that leave you as an owner or when you're buying your next car? It's more important than ever to spend time researching to make sure

you get all the facts to buy the right car for you. If only the words researching and facts were more important to the legislators making decisions on our behalf...



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# BMW baby SUV targets Juke

■ 1 Series Sport Cross to sit below X1 in SUV range expansion  
 ■ Exclusive images show rival to Nissan and new Audi Q1



**Jonathan Burn**

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**AE** NOT to be left behind by Audi's explosion of new 'Q' models (Page 16), BMW is plotting its own SUV expansion with the addition of an all-new baby crossover. Likely to be called the 1 Series Sport Cross, and known internally as the XCite, it'll give BMW buyers a radical new entry point into SUV ownership and is earmarked for 2018.

Our exclusive images give you an idea how the sub-X1 SUV could look when it arrives. Trademark BMW design cues such as the kidney grille, chiseled panels and slim LED headlights will keep it in line with the rest of the range, but we've learned that a style-led design will be favoured over a more practical package.

The high waistline, shallow cabin, coupé-like profile and arch-filling alloys indicate that the 1 Series Sport Cross will be aimed at more style-conscious buyers. The similarly sized Nissan Juke has already blazed a trail in this class, proving that a huge number of customers dare to be different.

It's understood – as indicated by the naming strategy – that the crossover won't fill the gap where an X2 would be expected to sit. Instead, it'll be a completely new model beneath the X1, and at a likely £20,000 will undercut that car by around £4,000. That'd put the 1 Series Sport Cross in uncharted territory for BMW, against a wave of new small premium rivals headed up by the Audi Q1 (see Page 11).

In terms of proportions, think along the lines of a MINI Countryman, but due to its focus on style look to the soon-to-be axed MINI Paceman when it comes to practicality and packaging. The cabin is also likely to get a complete cosmetic overhaul, with BMW taking design

inspiration from the radical i division. Expect a fusion of natural materials and metals, plus a more minimalist layout.

BMW will also take advantage of the new UKL1 front-wheel-drive platform, currently being rolled out across the entire MINI range. The next 1 Series and 2 Series are likely to be based on this, as is the new X1 (see panel, opposite).

This means the Sport Cross should be made available with a mixture of three and four-cylinder petrol and diesel turbos, some of which are already available in the likes of the new 2 Series Active Tourer and MINI Cooper. M Performance or eco-optimised versions are unlikely, but BMW's xDrive AWD system could be easily engineered into the product plan if required.

BMW's roll out of the UKL1 front-drive architecture won't stop at the Sport Cross, either. By 2017, the brand is aiming to have six other front-wheel-drive models in its range. The 2 Series Active Tourer MPV will soon be followed by a seven-seat Gran Tourer, while the next-generation X1, 1 Series and 2 Series will make the switch from rear to front drive, too. It's also believed BMW is working on an all-new Z2 roadster, which will go up against the new Audi TT.

**“New sub-X1 model will give BMW buyers a radical new entry point into SUV ownership”**





**STYLING** Trademark design cues like kidney grille, chiseled panels and slim LED lights will keep 1 Series Sport Cross in line with rest of BMW range



**BOLD LOOK** Shallow cabin and coupé-like profile indicate that Nissan Juke rival will be aimed at style-conscious buyers

Christian Schulte

## ...And next X1 is go

IT won't be long before we see the 1 Series Sport Cross's (slightly) bigger brother, either. The next-generation X1 is expected to launch this summer, with sales beginning shortly after. Available with front and four-wheel drive, it'll also sit on BMW's new UKL1 architecture.

Design boss Karim Habib told Auto Express: "We've realised that platform allows us proportions that – for small X cars – can give you more 'X-like' proportions than the current X1. And in that sense I think it seems sportier because it looks more like an X car." Chunkier styling and more ground clearance are expected for the new X1, but Habib explained that the new platform also "enables a lot of all-wheel-drive possibilities".

### **SPIED**



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Chunkier, higher-riding X1 will come with front and four-wheel drive



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## PEUGEOT 2008

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# Five more brilliant new small SUVs set to continue the boom



**Jack Rix**  
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■ **BMW 1 Series Sport Cross set to be joined by baby Evoque**

■ **Audi, Mercedes, Volvo and Lexus also getting in on act**

**TE** RUN your eye over the news, drives and road test sections of recent issues of Auto Express, and you'll notice an unusually high proportion of SUVs. That's not because we've run

out of ideas. It's because these are the cars that you, the public, are buying – and manufacturers are desperate to ride the wave of popularity.

Having two or even three separate SUV lines no longer cuts it; a maker needs a spread of models that covers

everything from seven-seat behemoths to the more manageable supermini versions shown here. One thing's for sure, SUVs aren't going anywhere any time soon, and there's never been a better time to be in the market for one – whatever your requirements.

## EXCLUSIVE IMAGE

Baby Evoque is very much on the cards



## Range Rover baby Evoque

**DUE: 2018 (est)**

ASK any Land Rover exec about a baby Evoque and you'll be met by stony silence. Why? Because it's a car that's very much on their radar, and they don't want to give anything away.

We have it on good authority that a sub-Evoque model, as shown in our exclusive image, exists in sketch pads and on computer screens in Land Rover's design studio, and the business case is currently being constructed. If SUV sales continue to go through the roof, it'll get the green light before too much longer.

## Audi Q1 **DUE: 2016**

THERE'S a lot of room below the Q3 – currently Audi's smallest SUV – and the Q1 is the car to fill it. Revealed in our exclusive image, it'll use the flexible MQB platform and will be similar in size to the A3. Under the bonnet, it'll pinch the A1's 1.4 petrol and 1.6 diesel engines, and most probably the supermini's 1.0-litre three-cylinder, too. Audi boss Rupert Stadler told Auto Express he expects the Q1 to appeal more to men than to women – in direct contrast to the A1.



EXCLUSIVE IMAGE  
Automedica

## Mercedes G-Code **DUE: 2016**

WHILE it's only a concept for now, the G-Code shows how seriously Mercedes is considering entering this sector. The plug-in hybrid crossover has no B-pillars – like Ford's B-MAX – for easy rear access, but inside it's only a 2+2. The work of Mercedes' new Beijing design studio, the concept previews a small SUV for the Chinese market in 2016. However, with the styling being overseen by the brand's German design studio, it could also be a good fit for Europe from 2017.



## Volvo XC40 **DUE: 2018**

TO be a proper premium brand, Volvo needs to take on the Germans head-on – so a three-strong SUV line-up is a must. The XC40 is set to arrive in 2018 with the option of two or four-wheel drive and a range of fuel-sipping engines. There could be a hot Polestar version, too, using a derivative of the 450bhp 2.0-litre triple-turbo Drive-E engine concept, for a potential Mercedes-AMG GLA 45 beater. Expect the XC40 to take styling cues from the XC Coupé Concept (right).



## Lexus small SUV **DUE: BY 2020**

LEXUS is slowly boosting its SUV range. It currently has two – the RX and radically styled NX (driven on Page 41) – but it's likely to add another in the near future. Lexus Europe's vice president hinted to us that a crossover sitting below the NX is under consideration, and it makes a lot of sense given the sector's popularity in Europe and China. Whether it'll arrive before or after the LF-SA city car (right), with which it'll share design cues, is uncertain – but Lexus is seriously looking at introducing smaller models.





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\*At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status. Available when purchased on Solutions Personal Contract Plan for New Fabia Estate based on a 36 month, 30,000 mile agreement. Retail Sales only. Offer available for vehicles ordered by 31st March 2015 from participating retailers. Further charges may be payable if vehicle is returned. \*Up to 3 years/10,000 miles per annum (whichever comes first) when purchased on Solutions Personal Contract Plan. Excess mileage charges of 4.4p per mile apply. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability. Finance subject to status. Terms and conditions apply. Accurate at time of publication 03/2015. Freepost ŠKODA Finance.

Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



ŠKODA



[skoda.co.uk/newfabiaestate](http://skoda.co.uk/newfabiaestate)

**WHATCAR?**  
**Car of the  
Year 2015**  
Overall winner

**WHATCAR?**  
**Car of the  
Year 2015**  
Best small car



Boot space of 530 litres with seats up



Stop/Start engine system



Advanced infotainment system



# Renault plans family

■ **Two-seater will be joined by other Alpine models**  
■ **Hybrid and even SUV considered as business case is formed**



**Jonathan Burn**

Jonathan\_Burn@dennis.co.uk  
@Jonathan\_burn

**AE** RENAULT has kicked the resurgence of the Alpine brand up a gear. In an exclusive interview with Renault executive vice president, Bruno Ancelin, Auto Express has learned a family of Alpine models is being planned, which would follow the arrival of the brand's two-seater sports car – shown here in our exclusive images – in 2016.

Speaking at the Geneva Motor Show, Ancelin said: "We are working on the first car, and out of the first car we are working on the line-up. So model number one, which we call the AS1 – Alpine Sport 1 – we need to see further and [then we'll] look to the complementary models we will have in the line-up."

Ancelin isn't taking the revival of the historic Alpine brand lightly either – he spoke openly about Audi and Porsche as its premium sports rivals. To ensure Renault can compete at that level, Alpine is assessing all options to make it work, including taking expertise from alliance members Nissan and Daimler.

Plans to revive the Alpine name were first revealed back in 2012, when Renault and Caterham joined forces to co-develop a new sports car. Last year, however, the two brands parted ways, with Renault taking full control of the project. The project suffered a further setback in summer 2013 when Carlos

Tavares, then Renault COO and the driving force behind the Alpine resurrection, departed to become president of PSA Peugeot Citroën.

Those bumps in the road haven't affected Renault's momentum in developing and delivering an entire new model range, with the possibility of a more practical Alpine and hybrid tech also under consideration.

"What we are sure of is that we cannot revive a brand or create a brand with a single model. It's not sustainable to have a single model, it's impossible," said Ancelin.

"For example, if you want to be sustainable in some markets you need a hybrid in the line-up. We'd have highly differentiated models."

Ancelin would not be drawn on how much the future Alpines would differ from one another, but did state that to ensure sustainability of the brand it has to be open to various ideas.

"Which technology and which kind of engines do we need, which kind of body styles, will all of them be sporty cars or will some of them be SUV?" he said.

"We must address all these questions."

One thing Ancelin didn't shy away from was reinstating the fact that the first model must be a "low weight and sporty car". But he was keen to point out that the project will not be rushed and the profitability of the brand must be established first.

## ■ EXCLUSIVE IMAGES

René Demarais



**"We cannot revive a brand or create a brand with a single model. It's not sustainable. It's impossible"**

**Bruno Ancelin**, executive vice president, Renault



**New model would be pitched to take on premium sports cars from the likes of Audi and Porsche**



# of Alpine sports cars

Business case is being put together to establish brand, but first model would be a lightweight sports car – and this is how it could look



## ...As next Laguna and Mégane hit road

WHILE the Alpine project is injecting some excitement back into the Renault line-up, the brand hasn't forgotten the mainstays of its range.

Replacements for the Laguna and Mégane have been spied winter testing, and our exclusive images show how the final cars will look when they arrive later this year. Renault has been indecisive about

building a Laguna replacement due to falling family class sales, but our spy shot confirms it's ploughing on. The car has a more sporting profile than before, while Renault's bold family face will be reinterpreted.

It's not clear if it will wear the Laguna badge, with executive vice president Bruno Ancelin saying: "There are a lot of possibilities, but it is not an obligation to

use the same name in different countries." The next Mégane, meanwhile, will get new engines and a more premium interior, and sit on a new platform developed with Nissan. The car spied is heavily disguised, but you can make out a sleeker shape, inspired by the Clio and Captur crossover, with a curved front end. It has swept-back headlamps and a rising waistline.

**SPIED**



**LAGUNA** We used spy shot to create this image of sportier new family car



**MEGANE** Smaller hatch also spied on test, and it's likely to take cues from Clio and Captur



René Demarets



# New Jaguar XF opens its doors

**First teaser shot revealed**  
**More upmarket cabin, too**



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@cutt\_ings

**AE** WE broke the story back in Issue 1,345, and now we've been given our first official look at the new Jaguar XF, confirmed for a full unveil at the New York Motor Show next month.

As it did with the new XE, Jaguar is drumming up interest with a series of stunted reveals – starting with these teaser shots, before a high-profile unveil in London next Tuesday (24 March).

We can't decipher too much from the bird's-eye image, but it's clear the new XF will take inspiration from the smaller XE. It gets a similarly sculpted bonnet and door mirrors, as well as a sleek, sloping roofline and rakish profile.

The undisguised interior shot gives us a much clearer view of the XF's upmarket cabin. Inside, a new integrated 10-inch screen takes centre stage, while the slick rotary gearknob and revolving vents are carried over from the old car. The central vents are moved to above the display, while the various buttons are resolved into two neat horizontal lines underneath.

A fully digital instrument cluster and a sweeping 'riva hoop' running from the doors around the top of the dash, as in the XE and XJ, complete the more contemporary look.

Ian Callum, head of Jaguar design, said: "I believe the XF will be the best-looking car in its class. Elegant, handsome and with proportions that imbue a great sense of integrity, it will be true to the strong tradition of sporting Jaguar saloons while being completely of its time."

We had previously caught the new Jaguar testing at Germany's Nürburgring, which hints at the firm's intentions to make its next executive saloon the best driver's car in its class. That model had

**OFFICIAL**



## ■ INTERIOR

Along with the bird's-eye view, Jag also gave us a taste of new XF's interior. The neat integrated screen takes centre stage, while rotary gearknob and revolving vents are carried over from the old car

**"It's clear the new XF will take design inspiration from the smaller XE, and it will be based on the same platform, too"**

noticeably shorter overhangs, plus a low, sporty stance. Based on the same platform as the XE, the XF is expected to be up to 100kg lighter than before thanks to its all-aluminium construction.

As for engines, it'll get JLR's range of super-frugal 2.0-litre Ingenium petrols and diesels – which should return best-in-class economy of 70mpg-plus and CO<sub>2</sub>

emissions close to 100g/km. There will also be supercharged V6s and V8s.

The XF goes on sale in the autumn, and will be built at the Castle Bromwich plant in the West Midlands. Prices are likely to rise slightly over the outgoing model, with a basic SE costing around £31,000 and a top-spec Portfolio starting at just over £50,000.

# Honda CR-Z set for 2017 comeback

A SOURCE from Honda's R&D centre near Tokyo has revealed that the CR-Z hybrid sports coupé will be replaced with a more focused model in 2017 – and our exclusive image shows how it could look.

"Remember the CR-Z?" said the insider. "It disappeared from Honda's line-up in Europe and Australia, but it's due to make a comeback in 2017."

"The old model's weak street cred and lack of performance have been addressed – the new coupé will be a force to reckon with."

The new CR-Z's platform will be borrowed from the Civic, but with a 10cm shorter wheelbase. Plus, design hints will be taken from the NSX and Civic Type R, and it'll pack a detuned version of the latter's four-cylinder turbo, delivering around 280bhp.

While the export version will be fitted with this 2.0-litre engine, Honda is planning a Japanese-market CR-Z with a turbo 1.5-litre i-DCD hybrid drivetrain, generating over 200bhp. Expect a debut at 2017's Detroit Motor Show.

Our image shows how CR-Z could look, with cues from Civic Type R and NSX

**EXCLUSIVE IMAGE**



Holiday Auto



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REPRESENTATIVE



MAZDA3



**mazda**

Offer now includes £500 Mazda Deposit Contribution and is available on Mazda Personal Contract Purchase. For more information or to book a test drive, search Mazda3. DEFY CONVENTION.

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO<sub>2</sub> emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. \*0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.



# Audi's ultimate SUV confirmed

**Exclusive image shows look of Q8 that's set to rival Range Rover, Bentley Bentayga**



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**AE** AUDI'S seemingly never-ending slew of SUVs is set to continue, with the confirmation that it'll build a new Q8 range-topper within three or four years – and our exclusive main image shows how it could look. Twinned with the new Q7, it'll feature a sportier design and an even better-appointed interior with five seats.

As its badge suggests, the Q8 will sit a cut above the Q7 and allow the four-ringed brand to take on off-roaders such as the Range Rover and Bentley Bentayga (below) – another VW Group car. However, the Q8 is set to get more

dramatic styling than those two machines, and it'll be seen as an even sportier version of the Q7.

The newcomer will give Audi's chief designer Marc Lichte the opportunity to create a large SUV exactly to his specifications. The boxy Q7 was signed off before he arrived in February last year, so expect to see styling cues from the seductive Lichte-designed Prologue Coupé incorporated into the Q8's looks.

CEO Rupert Stadler also told Auto Express at the company's annual press conference that the MINI Countryman-sized Q1 (Page 11) will go on sale in 2016. This and the Q8 will book-end Audi's SUV range. Stadler said: "The Q1

will be our new entry-level SUV, and it'll round out the portfolio at the bottom end as of 2016. In the large luxury segment, we'll make an impact with a sporty Q derivative with the Q8."

Stadler also told Auto Express that the baby Q1 will let Audi tap into the booming mini-crossover market. "With the A1 we proved premium doesn't mean big – people want a quality premium car but not one that's large," he explained.

"The Q1 will do exactly the same – it could really exceed all our expectations, as this sector is massively strong at the moment and is only set to get stronger."

The Q1 will join the Q3, Q5 and Q7 in an SUV range that'll form 50 per cent of the brand's overall sales. And Audi is busy filling the gaps in between, too. Its R&D boss, Dr Ulrich Hackenberg, tipped us off at the recent Geneva show that the TT Offroad concept (left) is close to getting the green light, and it'll fill the gap where a Q4 would sit.

Replacements for the ageing Q3 and Q5 are expected in the near future, while the number '6' will be taken care of with the all-electric Q6 e-tron (see panel, right), due in 2018.

Our image shows bold look of Q8, which will be similar size to Q7



**EXCLUSIVE IMAGE**

**TT Offroad hints at car that'll sit between the Q3 and Q5**



## Bentley Bentayga takes shape on test

**BEFORE** you dismiss these images as yet another set of spy shots of Bentley's Bentayga SUV, look a little closer. This is the first time the world's most luxurious SUV has shed its plastic cladding and shown off its much trimmer silhouette.

Compared to the boxy EXP 9 F concept that previewed it in 2012, the production model is a much sportier-looking beast with steeply raked screens front and back. Bentley's test team isn't giving it all away, though: craftily placed stickers obscure the exact head and tail-light design, while claw-like decals mean it's hard to make out exactly where the bulging rear arch

begins and ends. Now in the last stages of development and testing, the posh SUV will go on sale in 2016 – but the full production car will be unveiled at the Frankfurt Motor Show later this year.

Set to be made at the marque's factory in Crewe, Cheshire, rather than alongside the platform-sharing Audi Q7 in Bratislava, Slovakia, the Bentayga will debut with a 6.0-litre twin-turbo W12 (as fitted to this prototype), but will also be offered with a V8 diesel and a plug-in hybrid powertrain. Prices are expected to start from around £120,000; top-spec models plus options are expected to push this past the £200,000 mark.

**SPIED**



**Shots of new Bentayga are clearest yet of sporty styling, despite cleverly positioned camouflage stickers**





Christian Schulte

## news in brief



Automeia

### Sizzling MINI JCW Convertible spied

THE next MINI Convertible isn't due on sale until November, but our spies have already captured a hot John Cooper Works version on test.

Likely to appear in early 2016, the newcomer (above) will use the same 228bhp 2.0-litre turbo petrol engine as the JCW hatch, due next month. That makes it the fastest MINI ever, with a meaty 320Nm of torque. The JCW Convertible also gets muscular styling tweaks inside and out, but with the same electric folding cloth roof as the standard car.

### Slow-selling Polo 3dr facing the axe

VOLKSWAGEN'S next Polo supermini is likely to be offered only as a five-door, with the slow-selling three-door getting the axe.

At the company's annual conference, chairman Dr Martin Winterkorn said: "The market for three-door vehicles in the compact segment is shrinking fast." While offering a three-door Polo seems insignificant, he added the cost savings for not doing so "amount to triple-digit millions through lower ramp-up costs". The next Golf may follow the same route.

### Porsche planning EVs and fuel-cells

PORSCHE could be going 'eco' in the near future with its first fully electric car, according to VW Group R&D boss Dr Heinz-Jacob Neusser.

He confirmed the brand's commitment to additional hybrid and battery tech in the coming years. It's likely to start with a BMW 5 Series-rivalling exec saloon to sit below the Panamera, and rival Tesla's Model S. Neusser also revealed Porsche is developing hydrogen fuel-cells – with VW and Audi – to appear later this decade.

## OFFICIAL

## And Q6 e-tron charges in, too

AUTO Express exclusively revealed in Issue 1,361 that Audi is planning an all-electric SUV with a 300-mile range – and now it's been officially confirmed.

At the marque's annual press conference, engineering boss Dr Ulrich Hackenberg said: "In early 2018, we'll launch a battery-powered sports activity vehicle in the large premium segment, with a range of more than 300 miles.

"It'll have a new, attractive design, which we're developing especially for the e-tron range and battery-powered vehicles. This

car will be built in the second generation of the modular longitude platform (MLB 2)." The revelation was backed up by this

greyed-out image (left), hinting that the car – likely to be badged Q6 e-tron – will be a sporty, all-electric SUV to rival the BMW X4 and Tesla's forthcoming Model X crossover. A coupé-like roofline, bulging arches and high waist mark it out from the Q5 and Q7.

The announcement is no surprise; Audi needs all-electric vehicles to meet stringent US regulations calling for 15 per cent of all new cars to be battery-powered by 2025.



## Fresh 911 Turbo is up and running

### SPIED



Spies caught facelifted 911 Turbo on test, and it gets new grille plus larger touchscreen

OUR spies have also caught Porsche's facelifted 911 Turbo on test, but if you blink, you'll miss the changes.

It's part of a revamp for the whole 911 range, due on sale at the end of the year, and bodywork tweaks are restricted to a fresh grille and front bumper design to boost cooling, plus

updated headlights with new internal graphics and LED running lamp lenses.

Revisions inside include a new, larger central touchscreen – an evolution of the Porsche Communication Management (PCM) system seen in other models. The Turbo gets a racier steering wheel like the 918 hypercar's, too. There's no word

on whether Porsche plans to upgrade the 3.8-litre twin-turbo flat-six beyond the current 512bhp (562bhp for the S), although minor power and efficiency gains are predicted to raise it further above rivals like the Nissan GT-R. Expect to see the full facelifted 911 line-up at September's Frankfurt Motor Show.



# *Ford Fiesta.*

## *Keep up with your social life.*



### ➤ **Ford SYNC with Voice Control**

The Fiesta is always on, 24 hours a day. With SYNC technology you're always connected to your music and phone. [ford.co.uk/fiesta](http://ford.co.uk/fiesta)

Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta range: urban 33.6-76.4 (8.4-3.7), extra urban 62.8-91.1 (4.5-3.1), combined 47.9-85.6 (5.9-3.3). Official CO<sub>2</sub> emissions 138-85g km.

The mpg figures quoted are sourced from official EU-regulated test results, are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford Fiesta Titanium X with optional Candy Blue pearlescent paint and 17" 8-spoke alloy wheels. Ford SYNC with Voice Control works with compatible connected mobile phones only. See [ford.co.uk](http://ford.co.uk). SYNC standard on Zetec, Zetec S, Titanium and Titanium X. Optional extra on Style. Not available on Studio.



**Go Further**



# 40 points and no driving licence

**Shock DVLA figures reveal illegal drivers rack up offences**



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**AE** A DRIVER has racked up 40 points – the second highest total in England and Wales – despite never having held a full or provisional driving licence.

The man, from Lewisham, SE London, was convicted of 12 driving offences, according to data from the DVLA obtained by the Institute for Advanced Motorists (IAM). He's been found guilty of breaking the 30mph speed limit six times and of driving without insurance six times.

But he wasn't alone in racking up points despite not holding a licence. The DVLA list ranked the top 20 highest points holders, and included two more drivers who didn't have licences when penalised.

One was a male from Stockport, Gtr Manchester, who totted up 33 penalty points over a series of seven offences, including repeatedly failing to disclose the identity of the driver. A third illegal driver, from Leeds, has 28 points.

IAM chief executive Sarah Sillars said: "It's been three years since the IAM raised this issue with the DVLA, but we still have drivers on the road with multiple points allocated to



**OFFICIAL**

**"DVLA list ranked top 20 highest points holders, and included three who didn't hold licences when penalised"**

them. Now we discover some of them have never held any kind of driving licence. We all have to share the road with these unqualified, uninsured and dangerous drivers.

"We need to punish offenders as well as give them the opportunity to change

their ways. Offenders are unlikely to drive legally if they face a ban or points on their licence as soon as they pass their test."

The driver with the highest number of points in England and Wales is a man with a full driving licence from Liverpool, who has 45 points.

**OPINION**



**Graham Hope**  
Deputy editor

I KNOW exactly what you're thinking... how on earth can it be possible to accrue 40 penalty points with no licence? Good question.

If ever there was a case that highlights systematic failings in how our roads are policed and laws enforced, this is it.

I know how hard the Met Police are working to catch unlawful drivers. I've been out with them and seen their efforts first hand. But clearly there is much more that needs to be done.

So here's a suggestion. How about getting really tough with the type of brazen offender in our story?

Seize their car after three offences. And if they find a way to get mobile unlawfully after that, jail them.

One thing's for sure... they won't be able to endanger lives when they're stuck behind bars.

**"Brazen, repeat offenders should have cars seized or even face jail"**



## Lib Dems plan new 10mph speed limit

SPEED limits in built-up areas could be reduced to 10mph, if the Liberal Democrats are voted into power in May's General Election.

The plans make up part of the party's Green Transport Act, under which councils in England would get the power to implement the limits,

and the Lib Dems claim they would cut air and noise pollution. The Green Transport Act will be central to the party's election manifesto, and also includes plans to ban high-emission vehicles from the UK's roads by 2040.

PAGE 26: Dangers of the school run

# S-Class Cabriolet caught cold on test

IT'S no secret that Mercedes is readying a drop-top version of its S-Class Coupé, but these are the best spy shots we've seen of the luxury convertible testing.

Predicted to appear just before the year is out – possibly at September's Frankfurt Motor Show – the S-Class Cabriolet shares the Coupé's swooping front lines and angular rear end. As with the forthcoming C-Class Cabriolet, the flagship drop-top will stick with a fabric hood design to save weight and space.

It won't just borrow its styling from the S-Class Coupé, as engines and in-car tech will also be carried over. Kicking off the range will be the S 500, featuring a 449bhp 4.7-litre bi-turbo V8, and this will be joined later by the AMG-tuned 576bhp S 63 and 630bhp

S 65. Mercedes is also set to throw in crystal-infused LED headlamps and daytime running lights – designed to create a clear beam – and the Magic Body Control suspension that scans the road ahead and leans the car into bends to compensate for body roll.

The new Cabriolet will complete the latest S-Class family, joining the Coupé, saloon, the recently launched extended-wheelbase Mercedes-Maybach S 600 and the vast Pullman luxury limousine.

The Coupé debuted in the UK last September, but sources at Mercedes don't expect to see the Cabriolet on sale until the end of the year. It's likely to add around £10,000-£15,000 to the price of the two-door S-Class, which currently starts at around £96,000.

**SPIED**



**Spies caught new soft-top S-Class on test, and it clearly takes cues from Coupé**



# Skoda SUV caught out on test

■ Seven-seater due next year ■ Will rival Discovery Sport



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**AE** SKODA'S long-awaited large SUV has hit the road on test for the first time – and our photographer was there to capture the seven-seater in action.

But don't worry, it won't simply be an expanded carbon copy of the Yeti as these pictures seem to suggest – it'll get an all-new design, as shown in our exclusive image. The running gear for this mule is hidden underneath the bodysell of a stretched Yeti.

The as-yet-unnamed SUV will have a key role to play in Skoda's bid to achieve 1.5 million global sales by 2018, a target that's currently being hampered by tumbling car sales in Russia. Although production has not yet been signed off, we've been told it is "very close, if not yet finalised". A debut at the Frankfurt show this September, with sales kicking off in 2016, is likely.

It will be available with a choice of five or seven seats, and will compete with the likes of the Land Rover Discovery Sport. And it'll be a true off-roader, too, with capability that insiders insist will match that of the Land Rover.

Known internally as the 'A-Plus SUV', it's likely to borrow many design elements from the company's smaller (and soon to be replaced) Yeti, in particular the purposeful profile and rugged style. The new model is likely to

**SPIED**



**LOOKS FAMILIAR** Mule uses the bodysell of an expanded Yeti, but under disguise is Skoda's new seven-seater

borrow tech from sister cars in the VW Group, which has some pedigree with big off-roaders such as the VW Touareg. It forms part of a concerted assault on showrooms from Skoda, as it plans to launch a new or heavily revised model every six months in a bid to reach its sales target.

Skoda boss Dr Winfried Vahland has pledged his car will not take the firm into expensive new pricing territory, and it's likely to cost from £25,000 in the UK.



Milos Dvorak

**CHUNKY STYLING** Our exclusive image reveals how the SUV will look, with cues from the Yeti and recently unveiled Superb flagship both evident



## Tiguan stretched out to create seven-seater

VW has confirmed that it will build a seven-seater of its own, based on the next-generation Tiguan. An official press release from its Puebla assembly plant in Mexico stated that a "three-row version of the Tiguan" will be produced there. It continued: "This model will be supplied to North and South America, as well as other world markets (excluding the European Union and China)." A VW UK spokeswoman confirmed there were no current plans to bring a seven-seater version of the new Tiguan to this country.

## X5 plugs into hybrid power

BMW has revealed the first plug-in hybrid model in its mainstream range – the new X5 xDrive40e – ahead of its launch in September.

The SUV joins the i3 Range Extender and i8 hybrids in the line-up, and combines a four-cylinder 242bhp 2.0-litre petrol turbo with a 111bhp electric motor to give a total of 309bhp and 350Nm of torque. All cars get an eight-speed auto box, and can run for up to 19 miles on electric power alone.

The 40e will cover 0-62mph in 6.8 seconds, hit 130mph flat-out and return up to 85.6mpg. But 78g/km emissions mean it misses out on exemption from

London's Congestion Charge by a mere 2g/km. All cars offer permanent four-wheel drive – even in electric-only mode – as well as dynamic dampers and self-levelling rear air-suspension.

The plug-in SUV looks much like any other X5, apart from the charge port just behind the nearside front wheelarch.

Depending on the driving mode, information on the vehicle's range, fuel consumption and electric charge can be shown in the instrument cluster. Exact specs will be announced closer to the car's launch, with prices expected to start from around £55,000.

**PAGE 64: Latest on our plug-in i3**

**OFFICIAL**

**Plug-in hybrid X5 can hit 130mph and return 85.6mpg**







Hyundai ix35 Premium 1.7 CRDi

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Spring hasn't yet sprung, but don't let that stop you from putting a spring in your step. The ix35's spacious interior, impressive technology and great offer should do the trick. Find out more at [hyundai.co.uk](http://hyundai.co.uk)

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Fuel consumption in MPG (l/100km) for ix35 range: Urban 32.5 (8.7) – 44.8 (6.3), Extra Urban 47.1 (6.0) – 60.1 (4.7), Combined 40.4 (7.0) – 53.3 (5.3), CO<sub>2</sub> Emissions 183 – 139 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. 0% Personal Contract Purchase available on Hyundai ix35 between 1st January and 31st March 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: ix35 Premium 1.7 CRDi 2WD at £23,410 OTR including Sleek Silver metallic paint at £560. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.



# Tech confusion threatens

**Car industry body warns local councils' diesel surcharges mean buyers could miss out on latest Euro 6 benefits**



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**AE** CONFUSION over engine tech could lead buyers to shun the latest clean diesels and hinder UK efforts to meet air quality targets, says the Society of Motor Manufacturers and Traders (SMMT).

The car industry's trade body has launched an awareness campaign to clean up the image of diesel cars just as local authorities are drawing up plans to impose surcharges on dirty diesels.

From 1 September this year, all new cars must meet the new Euro 6 emissions standard, but an SMMT survey revealed 87 per cent of people are unaware of the latest Euro 6 tech and its benefits.

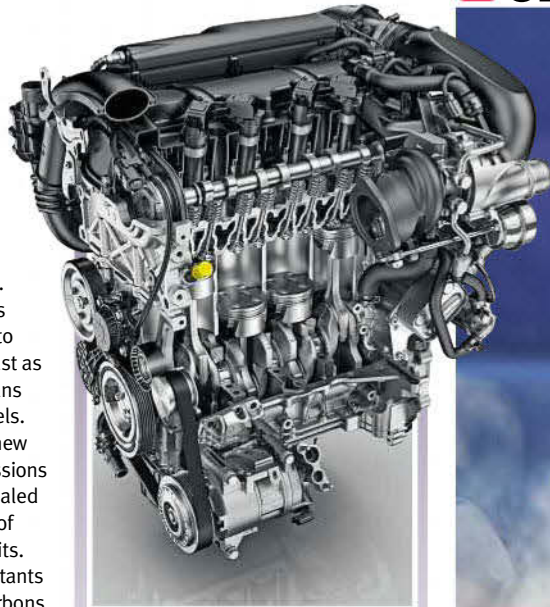
Euro 6 diesels reduce local pollutants like nitrogen oxides (NOx), hydrocarbons and particulate matter, which have been far higher than on petrol cars in the past.

Despite this, from 1 April, Islington Council in London will introduce a £96 annual surcharge on resident parking permits for all diesels. Other local authorities are expected to follow.

Mike Hawes, SMMT chief executive, said: "Today's diesel engines are the cleanest ever, and the culmination of billions of pounds of investment by manufacturers to improve air quality.

"We need to avoid penalising one vehicle technology over another and instead encourage the uptake of the latest tech by consumers."

However, campaign group Transport & Environment (T&E) isn't convinced,



**"Today's diesels are the cleanest ever. We need to avoid penalising one vehicle tech over another and instead encourage the uptake of the latest tech by consumers"**

**Mike Hawes**  
SMMT chief executive

**OFFICIAL**



and branded the SMMT campaign as "greenwashing" the image of diesels. T&E claims the typical diesel emits 10 times more NOx than a petrol car, while 12 out of 13 Euro 6 diesels fail air quality regulations when tested on the road.

Greg Archer, clean vehicles manager at T&E, said: "While car makers claim modern diesels are clean, they are pushing to delay and weaken the

introduction of new pollution tests. This is because most new diesels can't reach the limits agreed back in 2007 without fitting new technology.

"If car makers want to keep selling diesels, they should clean up exhausts by simply using existing technology. This would reduce the tens of thousands of deaths annually caused by air pollution, which is an invisible killer."

## Fears escalate that EV grant will be axed

THE UK's £5,000 electric car grant will run out in the coming months, but there's no replacement scheme in place yet.

More than 25,000 have been handed out to car buyers since 2010, but the take-up is accelerating, with 2,000 claimed in January alone.

The success of the Mitsubishi Outlander PHEV – which has sold 10,000 in 10 months – along with a growing EV market means the limit of 50,000 is expected to be met soon. It was first estimated the 50,000 could last until as late as 2017.

With the total fast approaching, the Government has not yet announced whether it'll continue to back the scheme after it runs out. No decision is expected until after the May General

Election, either. Mitsubishi managing director Lance Bradley told Auto Express: "I hope the uncertainty can be solved as soon as possible. We're keen to see a successful outcome."

A tiered system where reduced grants are issued for hybrids compared to electric cars is one possibility in the pipeline, but Bradley believes this would unfairly favour some makers and affect the uptake of EVs.

A source in the Office for Low Emission Vehicles admitted Government support for electric cars won't last indefinitely. He said: "We're far ahead of expectation over the last 12 months. The idea is the Government gracefully exiting stage left in due course."



**Outlander PHEV has been a major hit, but it's not clear if £5k grant will continue**



# Gas diesels targets



## What are the Euro 6 rules?

EURO 6 is the most stringent EU emission regulation yet.

Standards first came into effect with Euro 1 in 1992, and have got progressively tougher; the current Euro 5 regs have applied since 2008.

When Euro 6 comes into force on 1 September, it'll require 99 per cent of all soot particles to be captured. Exhaust after-treatments such as AdBlue – which drivers need to keep topped up – have cut emissions of dangerous nitrogen oxides (NOx) by 84 per cent since 2001 (below).

Cleaner diesels with low CO<sub>2</sub> emissions are still an attractive option for drivers keen to take advantage of lower vehicle excise duty or company car tax.

## NOx reductions 2001-2015

Emissions of NOx from diesel cars have fallen by 84% in past 14 years



In September, new diesels will have to meet Euro 6 regs on NOx emissions – and graphic shows how level's fallen

### ■ CLEAN CARS CUT COSTS

BRITAIN could cut its spending on petrol and diesel by 40 per cent by 2030, according to a new study.

Cambridge Econometrics' Fuelling Britain's Future report said the cost of motoring will fall as a result of efforts to tackle carbon emissions and clean up urban air pollution.

The study found fuelling the average new low-carbon car could be £600 less expensive per year than for the average model today. The average electric car could save almost £1,000 per year, too.

Nationally, the cost of petrol and diesel would be reduced to £20billion in 2030 compared to £33billion now. It would reduce the country's dependency on oil imports from unstable regions and boost our economic resilience.



Ministers for transport Baroness Kramer and business Matt Hancock with fleet

## Government fleet plugs in

THE Government has added 140 plug-in vehicles to its fleet as part of its commitment to green transport. Fifteen departments and agencies, including the Foreign and Commonwealth Office, Ministry of Defence and Home Office, will benefit as part of a £5million investment to reduce emissions.

The fleet includes the UK-built all-electric Nissan Leaf, while the Government Car Service – which provides ministers' cars – will adopt four ultra-low emission vehicles. The Government also shortlisted 12 cities – including London, Dundee and Sheffield – that will bid for Go Ultra Low status and a share of £35m funding.

**Mat Watson**  
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THIS week we start our new 'Best Of' series, kicking off with a top 10 countdown of the finest 4x4s. Plus, we have a video vlog on the new Hyundai Genesis. You can see both at [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos).

## Our Top 10 SUVs and 4x4s named



IT doesn't matter that winter is over, off-roaders and SUVs are hugely popular all year round. And in this video we count down the Auto Express Top 10 4x4s.

Our list is all encompassing, ranging from smaller crossovers to large off-roaders. But where will the Land Rover Discovery Sport finish? Log on to find out.

## Can posh Genesis really beat Merc?



JOIN me in this video vlog for a brief tour of the Korean company's new executive car.

With aspirations to take on the German establishment, the Genesis sits at the very top of the Hyundai range. But can it really mix it with Mercedes and BMW?

You can watch any of our videos on your phone. Simply scan this QR code.





# The school runs killing our kids

We map out UK's accident hotspots – many near schools – as child deaths and injuries on our roads see a shock rise



**AE** THE number of children killed or injured on UK roads rose for the first time in two decades last year, according to statistics revealed by the Department for Transport. A total of 16,640 children were injured on Britain's roads, up six per cent, while there was a three per cent hike in deaths and serious injuries. It's evidence that targeting parents with CCTV camera cars to stop dangerous parking and bringing in 20mph speed limits outside schools isn't keeping children safe.

Our map (right) shows the areas of the country worst affected by accidents near to schools. And we've picked out four case studies from January to highlight how often children are being injured or killed in close proximity to their place of learning.

## Safety scheme's cash boost

Insurer AXA, in partnership with research experts from Road Safety Analysis, has set up a Road Safety Index which details and analyses every incident within 500 metres of schools.

Stats show more than two-thirds of all traffic incidents involving children are within this distance, and that equates to more than 200 accidents per week near one of the UK's 29,000 schools.

In response to its findings, AXA has developed a unique matchfunding programme to help cut casualties and improve child road safety.

It'll hand cash to local road safety projects if parents can raise some of the money. Schemes could include building a new pedestrian crossing, paying for a road safety education programme that is taught in schools or funding a lollipop patrol.

AXA spokesman James Barclay said: "Local road safety is high on the agenda of every household. Nobody wants to hear about any child or adult injured, let alone anybody who is killed as a result of a road incident. We want to help parents, schools, councils and interested parties develop small local initiatives that can make a very big, positive difference in their community." The idea is being run in partnership with [crowdfunder.co.uk](http://crowdfunder.co.uk) and anybody from parents, road safety officers and local campaigners can campaign for money.

**"Matchfunding scheme will hand cash to local projects if parents can raise some of the money"**

## Mapped out: Accident hotspots within 500 metres of a school

(killed, seriously and slightly injured, 2011-13)

STATISTICS from AXA highlight the worst areas in the country for accidents within 500 metres of a school. From 2011 to 2013, London boroughs dominated these areas, with the City of London ranked top. Outside the capital, Portsmouth was worst, with more than 1,500 collisions in total – that's equivalent to one accident for every 405 residents annually. Roads near schools in Kingston upon Hull (one per 416 residents) and Brighton and Hove (one per 426 residents) make up the top three areas.

Portsmouth topped the table for cycling collisions, while Blackpool had the most collisions only involving children (one per 464 residents). Birmingham recorded the highest absolute number of accidents near schools, at nearly 5,799 – equivalent to one per 555 residents and 44th on the list.

Highway Authority	Incident rate
<b>1 Portsmouth</b>	<b>405</b>
<b>2 Kingston upon Hull</b>	<b>416</b>
<b>3 Brighton and Hove</b>	<b>426</b>
<b>4 Leicester</b>	<b>427</b>
<b>5 Nottingham</b>	<b>442</b>
<b>6 Blackpool</b>	<b>465</b>
<b>7 Blackburn with Darwen</b>	<b>475</b>
<b>8 Southampton</b>	<b>481</b>
<b>9 Grimsby</b>	<b>482</b>
<b>10 Derby</b>	<b>483</b>

Table excludes London boroughs



**KENILWORTH****Pupil injured in hit and run outside primary school**

A HIT and run just yards from a primary school in Kenilworth, Warks, left a schoolboy needing treatment from an ambulance crew. The seven-year-old was crossing the road with his mum at 8.45am when a Renault struck them before driving off. The mum was uninjured in the incident, before the driver fled the scene resulting in appeals from Warwickshire Police to find the guilty driver.

Source: Coventry Telegraph, January 2015

**BIRMINGHAM****Driver arrested as woman and boy injured outside school**

A SCHOOLBOY suffered a fractured leg and cuts to his head just steps from a school on the outskirts of Birmingham, following an impact with a Vauxhall Corsa. A woman in her thirties was also badly hurt and was treated for a broken leg and pelvic injuries, too. A 23-year-old man was arrested on suspicion of dangerous driving following the collision.

Source: Birmingham Mail, January 2015

**BANBURY****New road safety calls after boy is injured**

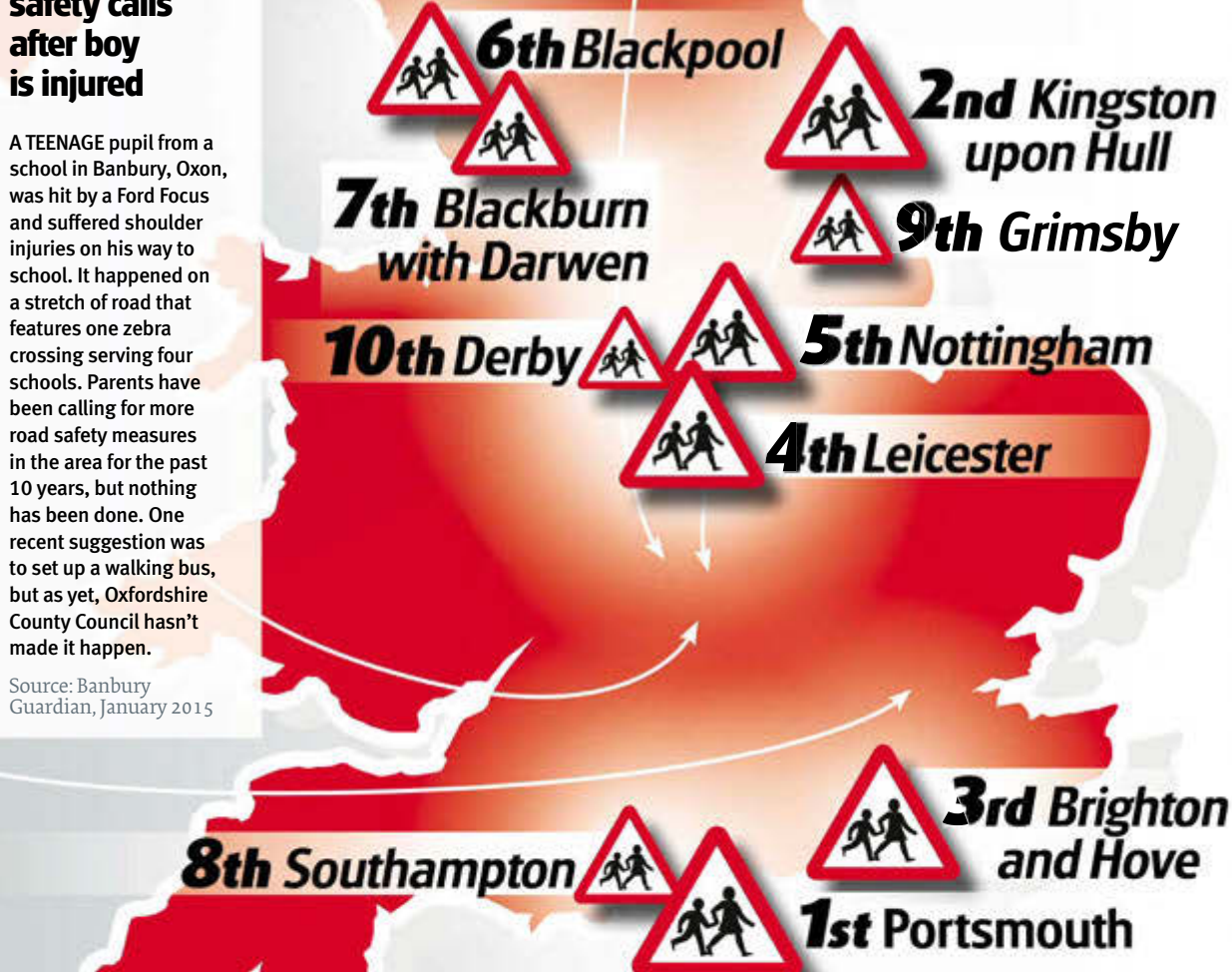
A TEENAGE pupil from a school in Banbury, Oxon, was hit by a Ford Focus and suffered shoulder injuries on his way to school. It happened on a stretch of road that features one zebra crossing serving four schools. Parents have been calling for more road safety measures in the area for the past 10 years, but nothing has been done. One recent suggestion was to set up a walking bus, but as yet, Oxfordshire County Council hasn't made it happen.

Source: Banbury Guardian, January 2015

**NORTH LONDON****Teenager killed after being hit by a bus on the way to school**

A 13-YEAR-OLD boy was killed after being dragged under a bus on his way to school in North London. David Barcelos, an aspiring footballer and Arsenal fan, was crossing the road near his school in Edmonton, just a few yards from a set of traffic lights. The incident happened at 8am with paramedics fighting to save David at the scene before he sadly died in hospital.

Source: London Evening Standard, January 2015







Two years after event,  
Frank saw driver who  
hit his car in local paper



## Persistence pays off for hit and run victim

■ **CASE STUDY** Reader spots offender in press; pursues claim through Motor Insurance Bureau

**AE** Joe Finnerty

A BRAND new car, damaged through no fault of your own, and the guilty party drives off without leaving their details – it's hard to find a worse scenario for an insurance claim. But that's exactly what Frank Du Mains, from Bideford, Devon, faced back in 2013 after a trip to the shops in his new Ford Focus.

A white van had reversed out of a space straight into the side of Frank's Focus before driving off. Frank contacted the police, but because the van was on foreign plates it couldn't be traced. The only other evidence Frank had was a good look at the driver's face.

Frank's insurer LV paid for the repairs, but it cost him his policy excess and a huge premium increase on his next renewal. However, last year Frank was flicking through his local newspaper – the North Devon Journal – when he saw a familiar face. The driver of the van had just been sentenced to four years in prison. Frank immediately contacted the

police, but they said too long had passed for them to pursue a case, while LV couldn't help, either.

Still, Frank continued his quest for justice, and contacted the Motor Insurance Bureau (MIB) in its role as the UK Green Card Bureau. Under this, it can identify the relevant foreign insurer or handle the claim in the absence of one.

MIB investigations in Frank's case proved the driver held an overseas insurance policy on the van, and this month the MIB convinced the insurer on liability. The MIB reimbursed LV for the claim, while Frank received £250 to cover his policy excess. The MIB will recover its costs from the foreign insurer.

Frank, who has since sold his unlucky Focus, told Auto Express: "The MIB was brilliant, leaving no stone unturned."

An MIB spokesman added: "Being the victim of an incident such as this can be distressing, and we are pleased that this matter is now resolved and that our assistance has been appreciated."

■ **ADVICE** What should you do if it happens to you?

If you're involved in a hit and run collision, take down as many details as possible, such as make, model, colour and registration, plus location and time. If it's safe to do so, snap as many pictures as you can, too. Pass these details to the police and your insurer. If you can identify the driver, don't confront them yourself.

## Young drivers being priced out of jobs

TWO-thirds of young drivers are being forced to turn down job opportunities because they don't have access to a car to get to the interviews.

New research found more than half of young job applicants don't bother to apply for roles due to the lack of funding for a car. Even after shouldering the cost of driving lessons, tests and licence applications, young drivers find the cost of keeping a car on the road too high. This prevents businesses from employing new talent, too.

Rod Jones, insurance expert at *uSwitch.com*, which carried out the poll, said: "Not only are young drivers being priced out of the workforce by the cost of maintaining a car, but businesses are losing out on top young talent."



**Parking grace period's welcome, but changes don't go far enough**

**AE** IT'S long been promised, but it's good to see there has finally been some action on over-zealous parking fines and procedures from councils, with the new guidelines from the Government (right).

The banning of camera cars – apart from outside schools and bus lanes – is a welcome change, as is the chance for residents and businesses to challenge parking in the area.

A 10-minute grace period for drivers who outstay their welcome may also sound like a positive development, but it's a small dent in an already over-the-top policy.

In fact, I think it should have gone further. This could have been the chance to look at the fines dished out by councils. A flat-rate fine seems aggressive for someone who goes over their 10-minute grace period by a matter of minutes, when someone who overstays by an hour will have to pay the same. Why not take this opportunity to outline ways to stagger fines?

Another issue is this idea that councils get "guidance" on how not to use parking to generate profit. That sounds like an empty warning to me, and one that's unlikely to be acted on if it does happen.

What's more worrying is the timing of this ruling. These are changes that could have been implemented a year ago when talk about banning CCTV cars and amending council parking policies first began. Bringing about changes now just looks like a cheap vote winner.

Chris\_Ebbs@dennis.co.uk  
@AE\_Consumer

**"Why not take this opportunity to outline ways to stagger fines?"**



# New parking policies end "war on drivers"

■ Communities Secretary announces policies to aid motorists



**AE** Chris Ebbs  
COMMUNITIES Secretary Eric Pickles has declared that the new changes to council parking policies are "ending the war on drivers".

The changes, announced earlier this month, include a ruling that provides motorists with a 10-minute leeway before a fine is given in council-owned car parks in England.

"For too long, parking rules have made law-abiding motorists feel like criminals, and caused enormous damage to shops and businesses," said Pickles.

"Over-zealous parking enforcement undermines our town centres and costs councils more long term."

Expected to take effect later this month, the new rulings will apply to free and paid-for parking spaces both on and off the road.

Another key change is a ban on CCTV camera cars. These will only be allowed in high-risk areas such as bus lanes and outside schools.

Other changes include a right for residents and businesses to demand – by petition – a council review of parking, plus protection to stop drivers being fined after parking at out-of-order meters.

**Among changes, drivers to get 10-minute grace period after parking ticket expires**



**DRIVING DOCTOR Paul Ripley**  
www.drd.uk.com @drpaulripley

■ **DISCIPLINE** is a rare driving commodity, but it's essential if you want to protect your licence and avoid accidents. Drivers find it hard to stay within speed limits of 20mph or 30mph in built-up zones, but despite these low speeds, over 75 per cent of all traffic accidents happen in these areas.

**Pedestrians are vulnerable road users and in built-up zones the 20mph limit is justifiable to save lives.**

**TOP TIP: Work on speed discipline. Your licence and people's lives are at stake.**

■ **PET ROAD DEATHS REPRIEVE**

**PETS** that are killed on UK roads will now be collected, identified and their owners notified by the Highways Agency.

Transport minister John Hayes made the announcement after a parliamentary debate was sparked when more than 122,000 people signed an e-petition.

The petition was set up by Jude Devine, from Sheffield, S Yorks, who was told her poodle Harvey had died, months after his body was found on the M62. Scanning for tags was due to end to save costs.

## ■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

### Legal

AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct:  
0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

### Car registration/history

HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

### Problems with dealers

**Motor Codes:**  
0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade  
Association: 0131 331 5510  
**Problems with makers**  
Motor Codes: 0800 692 0825

### Financial problems

Financial Ombudsman:  
0800 023 4567

### Safety concerns/recalls

Vehicle and Operator  
Services Agency (VOSA):  
0117 954 3300



**Inbox** What do you think?

Contact **Joe Finnerty**

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**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing,  
30 Cleveland Street, London W1T 4JD



**Sway gives promising hint at look of the next Nissan Micra**

## HOT TOPIC Nissan's 'next Micra'

**FROM: Briggs** I THINK it's easy to forget how cutting edge the last Nissan Micra seemed when it arrived back in 2002. In fact it was almost identical to the concept car that preceded it. Yes, it was cuddly and Nissan wanted more appeal for men by the end of its lifespan, but I really think it was an impressive design more than 10 years ago. It arguably influenced Fiat's decision to bring the 500 back, I would say. I hope the new Nissan Micra is just as adventurous. This Nissan Sway concept looks very much like the Renault Clio to me, but I'm not sure how much of a good thing that is for the car going forward.

**Join the debate at www.autoexpress.co.uk**

■ "Suddenly Japanese makers are finding designs that break the mould of boring. Well done, Nissan." **antonyr**

■ "This concept looks hopeful, as Nissan could do with a better Micra than the current 'Noddy'-like design." **Mrj**

■ "Nissan hit the big time with the Qashqai and Juke. Let's hope it doesn't drop the ball with the Micra." **Asif Farooqui**

## Lack of local DVLA delays plate transfer

**FROM: Colin Price** I FELL foul of the new taxing rules like Tony Redpath (Issue 1,358) with the DVLA getting two payments. But I encountered another problem when changing the plate on a new car from the previous private registration. I had to SORN the car while the DVLA head office sorted it out as the local offices have been closed.

## Practical, stylish Kia Sportspace is perfect

**FROM: Lee Mints** IN concept at least, the Kia Sportspace is the car I've been looking for as it's super stylish. I own a four-seat coupé, but am constantly compromised by its lack of everyday practicality. Install a 2.0-litre diesel and an eight-speed twin-clutch auto, and I'm in! Put in an electric motor with part-time 4x4 and you've created my perfect car.

## Stealth camera ban is political hot air

**FROM: Norman Hawkes** THE news that stealth cameras would be banned under a Labour Government (Issue 1,359) brings to mind the Conservatives' pre-2010 election promise to end the war on motorists and be their friend. Since when did a political party ever intend to carry out any pre-election promises?

## Day trip to Geneva show is way to go

**FROM: Darren Brooks** I HAVEN'T been to the Geneva Motor Show for a while, unlike Mike Rutherford (Back chat, Issue 1,359), but last time I did I paid £50 or so for a flight and it didn't cost much to get in. I flew back in the evening so didn't need a hotel. It was cheaper than a trip to the last British Motor Show in Birmingham, where entry was £50.







Chris Ebbs

Chris\_Ebbs@dennis.co.uk

**AE** THE search for the ideal solution for urban mobility might seem like a modern problem, but in fact it's been plaguing mankind for decades.

As cars have become more popular and congestion has mounted, the desire to find something that can move around towns and cities without getting stuck behind ever-increasing traffic continues to grow.

The answer has proven elusive so far, but that hasn't stopped manufacturers from creating some innovative vehicles, with varying degrees of success, and Toyota is the latest to throw its hat into the ring.

It's recently started a trial of its new i-Road three-wheeler – first seen at last year's Paris Motor Show – in the French city of Grenoble as part of a new rent-by-the-hour scheme. But this isn't a three-wheeler in the mould of the Reliant Robin; instead, the single turning wheel sits at the back of the vehicle. Moving the two

wheels to the front has allowed Toyota to squeeze the dimensions. In fact, at its widest point the i-Road measures just 87cm – that's only slightly wider than a scooter and narrower than a motorbike. And that's with space for two people, sitting in tandem as in a Renault Twizy.

Over the next three years, 35 i-Roads will be dotted around Grenoble at designated chargers as part of a trial. Residents can rent them by the hour, London Boris Bike-style. You'll need to pay €50 (approx £35) to sign up, plus a €150 (£105) deposit, but charges are just €3 for the first hour, then €2 for the next hour and €1 per hour thereafter.

The trial aims to work out a way to cut the amount of traffic in a small, built-up city like Grenoble. Toyota spokesman



**“35 TOYOTA i-ROADS WILL BE DOTTED AROUND FRENCH CITY OF GRENOBLE AT DESIGNATED CHARGERS AS PART OF TRIAL”**

Jean-Yves Jault told us: “The basic idea is to get around the problem of congestion. Toyota believes it's viable for cities in the future. It's clean, and eases congestion as well as parking problems.

“As the population grows, we need to find a way to accommodate all these people [travelling]. You cannot change the infrastructure of an old town like Grenoble too much.”

Our first task is to try to learn how to drive it. Jault explained that anyone signing up to the scheme will need a full driving licence and will get a driving lesson from a qualified i-Road instructor. Once they've passed this, the app allowing users to book the i-Road will show they are qualified to drive them. As we soon find out, that



# BIG IN THE CITY

THERE HAVE BEEN MANY ATTEMPTS OVER THE YEARS TO CREATE THE PERFECT URBAN VEHICLE. WE TRY A POSSIBLE FUTURE STAR AGAINST A FAMOUS FLOP FROM THE PAST



**ON THE ROAD**  
Our man takes controls of Toyota, with single wheel at back forcing rethink in driving style. But leaning into bends proves fun – and weather protection gives advantage over Sinclair C5



**"RESIDENTS CAN RENT THEM IN A SYSTEM SIMILAR TO LONDON'S BORIS BIKE SCHEME. CHARGES ARE JUST €3 FOR THE FIRST HOUR, €2 FOR THE NEXT AND €1 THEREAFTER"**

Otis Clay

lesson is essential. As the single wheel is at the back, controlling the i-Road is different to almost anything else. In fact, you realise you have to forget everything you know about how to drive and start from scratch.

Something as straightforward as parallel parking requires huge concentration. Unlike in a car, you have to go forward into the space, then turn the steering wheel so the i-Road pivots. And that's just the start; to get out of the space, you turn the wheel and pivot the back end out into the road before moving off.

It may be complicated, but one thing is clear as we head out for our first full drive: it's genuinely fun. As the rear wheel steers, the front wheels camber, which makes the whole body lean when cornering.

In fact, go around a very tight corner at speed and it feels like you might topple over. Thankfully, the i-Road has the kit to stop this, as Jault explained. "If you lean too far or you're going too quickly into a corner, it will vibrate – like an ESC system – before returning to





**"YOU CAN'T SEE OVER THE DOOR LINE OF ANY CARS, AND DRIVERS CAN'T SEE YOU, BUT THE C5 IS LOTS OF FUN TO DRIVE, AND YOU SOON GET THE HANG OF THE STRANGE PLACING OF THE HANDLEBARS"**

**C5's handlebars are down low; battery boosts pedal power. But driver feels rather vulnerable**



being straight," he said. While the top speed is only 45km/h (28mph), with the instant torque from the electric power, the little Toyota doesn't need to be any quicker, especially around busy city streets. As you zip past gawping crowds and feel it leaning into corners, you wonder why anyone would choose a bus or tram over this. The i-Road is a surefire way to make the miserable commute to work much more enjoyable.

Toyota's secure, comfortable and, crucially, weatherproof three-wheeler is a far cry from some of the solutions that have tried and, mostly, spectacularly failed to answer the urban mobility question over the years. And one of the most famous is the Sinclair C5, which is celebrating its 30th birthday in 2015.

The small, pedal-powered vehicle had a battery-powered boost, and was the brainchild of UK home computer mogul, and millionaire, Sir Clive Sinclair. It was designed on the back of his long-running interest in electric vehicles, and marketed as an alternative to the car and bicycle. But it ended up appealing to fans of neither, due to the lack of weather protection, the sluggish 15mph top speed and fast-draining battery.

Only 5,000 of the 14,000 models built were ever sold, so ultimately it proved a massive flop. However, it still has plenty of fans, who love its quirky design, while some enthusiastic C5 buyers have even set up an owners' club for it. One keen fan is Cara Hallsworth.

Cara, from Surbiton, Surrey, has owned her C5 for around a year, buying it from a friend. "They're very retro, the thing you saw as a kid but were never allowed," Cara explained. "People probably get one for the same

reason: 30 years ago they weren't allowed one, but as adults they now can." She kindly agreed to let us have a go, so we could find out why the C5 never quite answered the urban mobility question – and how it compared to Toyota's modern take on the problem.

The first issue is a practical one: how do you get in the C5? Cara points out that the easiest way is to straddle the main body – a single structure designed by Lotus – and simply slump down into the seat.

Once you're seated, another problem quickly becomes apparent: it's very low. That means you can't see over the door line of any cars, plus drivers can't see you, either. This is another reason Cara feels it didn't take off. "I think safety was a big problem," she says. "Other people just never seem to be able to see you."

Despite these flaws, the C5 is lots of fun to drive. The handlebars seem in a strange place, tucked below your knees, but you quickly get the hang of steering. With pedal power alone, you start to build speed, but add in the battery boost (using a button on the bars), and it's even more enjoyable – we even tried sliding the back end around at one point. Yet while it's fun in an open space, once you're in between cars you suddenly start to feel much more vulnerable.

That sums the C5 up perfectly, though. While it's not so well suited to the roads, it's great for pottering round in a big, open space. I'd never want to commute to work in it – but I'd be happy to in the Toyota i-Road. So let's hope the Grenoble trials prove a success, and it gets its chance to prove it's the ideal urban mobility solution on UK roads.

**"WHILE IT'S NOT SO WELL SUITED TO THE ROADS, THE C5 IS GREAT FUN FOR POTTERING AROUND IN OPEN SPACES"**

## THREE OTHER URBAN OPTIONS

NOT convinced by the C5 or i-Road? How about these?



### Renault Twizy

CLASSIFIED as an electric quadricycle, the Twizy is a unique take on an EV and is slowly being spotted more in big cities. Electric power guarantees low running costs. But the width means it can't pass cars, so you'll still be stuck in jams, while doors and windows are optional extras – and even when fitted, it can be chilly.



### Airwheel

A STEP forward from the Segway, the Airwheel is a box with an electrically powered wheel protruding from the bottom. It's small enough to be used on a path or to skip between traffic. At anywhere between £200 and £800, it's quite pricey for what's essentially a motor and a wheel, while you'll need the balance of a circus performer to survive the trip to work. Plus, you'll still get wet in the rain.



### Kobot City EV

TWIZY-rivalling two-seater originally debuted at 2011's Tokyo Motor Show alongside two robotic single-seaters on Japanese company Kowa Tmsuk's stand. But brand has now changed names to Kobot and only the two-seater appears to be part of the plans as it looks for a business partner.





# THE NEW ŠKODA FABIA

## A CAR YOU CAN TRUST

ŠKODA'S PEDIGREE IN CUSTOMER SATISFACTION POLLS MEANS THE ALL-NEW FABIA IS A SAFE BET FOR OWNERS

ONE of the great things about running a ŠKODA is knowing that the ownership experience is likely to be stress-free. And that looks certain to continue with the all-new Fabia. Over the years, the company has excelled in customer satisfaction polls, including Auto Express's Driver Power.

In 2014, more than 50,000 readers took part in Driver Power, rating their models in 10 key areas – reliability, build quality, running costs, performance, road handling, ride quality, ease of driving, seat comfort, practicality and in-car tech.

And the results were as emphatic as they possibly could be, with ŠKODA cars occupying the top three places. Topping the poll was the Yeti, which was also voted

the easiest car to drive. In second was the Citigo, which was ranked best for low running costs. And in third was the Superb.

It was the sixth time a ŠKODA had topped the Driver Power Top 100, following the Octavia's victories in 2007 and 2008, the Superb's triumph in 2011 and Yeti successes in 2012 and 2013.

What's more, ŠKODA was named the best car manufacturer overall in Driver Power 2014, which augurs well for Fabia buyers. The brand's cars were rated the best on the market for running costs, in-car tech and practicality – three areas in particular where the new model excels.

Of course, the buying process and after-sales care also form a big part of the

ownership experience, and here, too, Fabia customers will be well catered for.

Driver Power 2014 found that the ŠKODA retailer network was the fourth best in the entire country, and ranked third for value for money – a vital consideration for anyone about to buy a new car.

In addition, owners of the new Fabia can look forward to running one of the safest cars on the road.

Last year, it was the only supermini assessed by respected safety body Euro NCAP to gain the full five-star rating in its crash test programme, achieving high marks in all four of the categories under consideration – Adult, Child and Pedestrian protection, and Safety Assist

programmes. In particular, the Fabia was praised highly for its protection for infants up to 18 months (where it received the maximum possible score) and its pioneering driver aids.

Among these are Front Assistant with City Emergency Braking, which uses radar to monitor the distance to the car in front and intervenes if the Fabia gets too close. This is standard from SE spec upwards.

And there is also an optional fatigue recognition system called driver fatigue sensor, which monitors drivers' behaviour behind the wheel and displays an alert when a break is advised.

All in all, it adds up to a supermini that promises to be a safe bet in every respect.



Jenny and Adrian Corney were among the owners who voted ŠKODA top brand in Driver Power



### AWARD WINNER

ŠKODA has picked up a significant number of awards in recent years, and has particularly excelled in Auto Express's owner satisfaction survey

ŠKODA



See more at [autoexpress.co.uk/skoda-fabia](http://autoexpress.co.uk/skoda-fabia)

[www.autoexpress.co.uk](http://www.autoexpress.co.uk)





# BMW 120d xDrive

## Running costs

62.8mpg (official)

£58 fill-up



**FIRST DRIVE** Facelift aims to keep premium hatch at top of class. Will it succeed?



Jonathan Burn

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**AE** FEW premium cars drip with success quite like the 1 Series, which has sold more than two million examples worldwide in only 10 years on the market. It's long been a cornerstone of BMW's market dominance, and to ensure the hatchback remains fresh and on top of its game, it's been given a mid-life refresh to keep the Audi A3 and Mercedes A-Class honest.

One thing that's always divided opinion is the way the 1 Series looks. How a manufacturer can conjure up the technical prowess to create something as radical as the i8 and then build something as frumpy as the 1 Series has long been debated, but this facelifted model has attempted to address that. From the front BMW has worked on

sculpting a more crowd-pleasing face for the hatch, which from certain angles now has the look of a miniature 3 Series. A sharper front bumper, tauter lines and crisper LED headlamps inject a greater sense of quality and attention to detail.

So far so good, but move round the back and BMW has begun to undo its own fine work. Whereas previously the front end provided the ammunition for criticism, it's now the rear that'll raise a few questions. Again there is a reshaped bumper, but the i8-inspired tail-lights look too big and are bulky enough to upset the car's proportions. Yet the more time you spend in the 1 Series' company, the less offensive it becomes. As before,

it's available as a three or five-door, with the more practical offering currently outselling its counterpart by nearly three to one. There are also five new diesels – most interesting of which is the 115bhp 1.5-litre three-cylinder 116d – as well as four petrol engines.

We got our hands on the predicted top seller first – the 187bhp 120d – equipped with the optional but costly eight-speed automatic gearbox and xDrive all-wheel-drive system. Go for the standard six-speed manual and rear-wheel-drive set-up, and you'll save more than £3,000.

There are no dramatic changes from the pre-facelift model behind the wheel,

**"From certain angles the more crowd-pleasing face now has the feel of miniature 3 Series"**





**38 CAYMAN GT4** Porsche unleashes new ultimate Cayman – and takes our breath away.

**41 LEXUS NX 200t** First UK drive of striking new crossover with turbo petrol power.

**42 C-CLASS PLUG-IN** Mercedes' hi-tech exec offers compelling mix of power and efficiency.

**44 MEGANE GT 220** Three-door warm hatch serves up Renaultsport thrills without the bills.



Freshened-up 1 Series features friendlier front end and broader range of engines



## Essentials

### BMW 120d xDrive

<b>Price:</b>	£28,355
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power:</b>	187bhp
<b>Transmission:</b>	Eight-speed auto, all-wheel drive
<b>0-62mph:</b>	6.8 seconds
<b>Top speed:</b>	138mph
<b>Economy:</b>	62.8mpg
<b>CO<sub>2</sub>:</b>	119g/km

**ON SALE Now**



**PRACTICALITY** There's not as much rear passenger space as you'll find in an Audi A3 Sportback, but the 380-litre boot is the same size. And 40:20:40 split rear seat helps you make the most of it

**EQUIPMENT** SE, Sport and M Sport are the trim options available, and all models come with 16-inch alloy wheels, keyless start, automatic lights and wipers and Bluetooth as standard



**Bulky tail-lights are an acquired taste, yet on the road the 1 Series is as composed as ever. Inside, it's all solidly put together, but a little bit bland**

**NEED TO KNOW...**  
"The next-generation 1 Series is likely to be based on BMW's new UKL1 platform, meaning bulk of range will be front-wheel drive"

so the 1 Series still drives with the same composure and finesse as before. Tweaks to the engine's internals have sharpened throttle response slightly, with 400Nm of torque ushering the 120d from 0-62mph in a brisk 6.8 seconds.

The 2.0-litre engine is about as muted as a diesel can get, helped by longer gearing in the auto which also means at 70mph you're barely tickling 2,000rpm. Despite its hot hatch performance figures, the 120d xDrive also claims 62.8mpg and 119g/km. Fleet buyers, however, will be more interested in the 118d, which now creeps below the magic 100g/km emissions mark.

On the move there's masses of traction from the xDrive system, and the perfect 50:50 front-to-rear weight distribution helps keep everything controlled at speed. Optional adaptive dampers serve up Eco, Comfort and

Sport driving modes, but we found Comfort to offer the best compromise in terms of body control and acceleration – meaning that's an option box best left unticked. You don't need to extend the engine beyond 3,500rpm, as you can use the vast reserves of torque to shepherd you along at pace.

What the facelift doesn't bring to the 1 Series, however, is any major updates inside. In comparison to an A3 Sportback, the BMW lacks a certain sparkle. Everything is solid and well put together, but it's just a little too bland up front.

Another drawback is rear space. Narrow door openings restrict access, and while headroom is generous there's only just enough legroom for adults. The elevated middle seat means sitting three abreast is a no go, too – unlike in the likes of the A3.



## Auto Express Verdict

THE appeal of entry-level BMW ownership has been widened with the arrival of the facelifted 1 Series. It's easier on the eye, thus keeping style-conscious buyers happy, while new fuel-sipping diesels will ensure company car buyers won't be tempted by rivals from Audi or Mercedes. Passenger space remains an issue, but compact premium packages don't come much better than this.







I want a car that's reliable, full of extras and cool.

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10:35 AM



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**NEED TO KNOW...**  
 "Since the 6 Series Gran Coupé was introduced in 2012, its popularity has grown substantially. Over half of M6 sales are now the Gran Coupé"



## Essentials

### BMW 650i Coupé

<b>Price:</b>	£76,150
<b>Engine:</b>	4.4-litre V8 twin-turbo
<b>Power:</b>	444bhp
<b>Transmission:</b>	Eight-speed auto, rear-wheel drive
<b>0-62mph:</b>	4.6 seconds
<b>Top speed:</b>	155mph
<b>Economy:</b>	32.9mpg
<b>CO<sub>2</sub>:</b>	206g/km

**ON SALE Now**



# BMW 650i

### Running costs

32.9mpg (official)  
 £77 fill-up



## FIRST DRIVE Revised coupé impresses on road, but it's expensive



**Jonathan Burn**

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 @Jonathan\_burn

**AE** THERE aren't many other models in BMW's product portfolio you can spend over £75,000 on and come away without the full-fat M division treatment, but the revised 650i Coupé is one of them.

Beneath the minimal refresh – note only nine bars in each kidney grille rather than 10, the reshaped front bumper and LED headlamps – sits the same basic 4.4-litre twin-turbo V8 and sonorous exhaust note from the M6 Coupé.

Provoke it and you're in for some serious supercar-baiting performance. It may be over 100bhp down on the M6 with 444bhp, but the torque figure is almost identical so pushing the throttle from low revs will see the nose rise and the horizon dragged towards you at alarming pace.

Where the 650i's bulk is apparent is in corners. It manages fast bends well enough and keeps surprisingly flat, but it feels ungainly threading it through turns which demand quicker changes in direction. The steering has a solid weight to it, yet it doesn't relay much information back to the driver.

Where the 650i really excels is as a cruiser. Flick the fantastic eight-speed automatic gearbox into auto, set the adjustable dampers to comfort and you can waft along peacefully and at pace. The ride doesn't have the pillowy softness to it that



**Cabin is generously appointed, with lashings of leather trim and a massive screen**

you'd expect from a big GT car, fidgeting slightly over expansion joints and jagged tarmac, but it's still very compliant.

Yet, this is where the argument for the 650i begins to fall apart. If you plan to use the 6 Series where it feels at home, the cheaper, more efficient and equally brisk 640d does an impressive job. It

has a really exploitable slug of low-down torque and will return over 54mpg, where the 650i claims only 32.9mpg – on test we only got 17mpg.

Whatever engine you opt for, you get a lavishly trimmed cabin. Our range-topping M Sport model was kitted out with a sports steering wheel, digital dials, high gloss plastics and lashings of leather on the curvaceous dash and centre console.

Glance over your shoulder and you'll also notice a pair of rear seats. However, they're nothing more than a token gesture and only really suitable for small children, as headroom is severely restricted due to the coupé body.



**ENGINE** The 4.4-litre twin-turbo V8 is derived from the engine that's used in the M6. A smaller 3.0-litre twin-turbo V6 powers the entry 640i



**EQUIPMENT** The 6 Series is only available with an eight-speed automatic gearbox. 18-inch alloys, sat-nav and Bluetooth are standard

## Verdict

**SLIGHTLY** more polished after a mild update, the 6 Series is a truly impressive coupé. This 650i is a blisteringly quick, effortless cruiser, but the 4.4-litre V8 doesn't best fit where the car is designed to thrive. We love its noise and potency, but common-sense points you in the direction of the more flexible 640d Coupé instead.





### Essentials

#### Porsche Cayman GT4

<b>Price:</b>	£64,451
<b>Engine:</b>	3.8-litre flat-six
<b>Power/torque:</b>	380bhp/420Nm
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-62mph:</b>	4.4 seconds
<b>Top speed:</b>	183mph
<b>Economy:</b>	27.4mpg
<b>CO<sub>2</sub>:</b>	238g/km

**ON SALE Now**



**SEATS** Carbon-shell bucket seats are a £1,907 option, but have to be fitted if you go for the Club Sport Package due to its addition of six-point harnesses. They're supportive and comfortable – partly down to the cabin's perfect ergonomics



**GEARBOX** Unlike the new 911 GT3 and GT3 RS, you won't find a PDK twin-clutch automatic here. The manual box gives the driver a real sense of involvement, while shorter lever adds a snappier feel to each gearchange



**New top-spec Cayman is not only fast, it also provides impeccable grip in bends, with unique rear suspension set-up, while steering reacts instantly**

**NEED TO KNOW...**  
"If you're waiting for an even more extreme GT4 R8, don't hold your breath. Porsche says this is as hardcore as the Cayman will get"



# Porsch

**FIRST DRIVE** New 38

**AE** Paul Bailey

IT'S the Cayman we've all been waiting for. Porsche has taken the already brilliant mid-engined car as a starting point, fitted it with a 380bhp version of the 911's 3.8-litre flat-six and tuned the chassis and aero package for maximum attack. Unsurprisingly, the new Cayman GT4 is aimed at driving purists, most of whom will be track regulars, so unlike the 911 GT3, it comes with a six-speed manual box whether you like it or not.

On paper, this car is the ultimate Cayman, and in the flesh, the most menacing. A deep front bumper housing a trio of inlets, plus a protruding rear diffuser and fixed rear wing, bring the looks and aero of a race car. In fact, the GT4 is the only Cayman in the range to generate high-speed downforce.

A 30mm drop in ride height and unique 20-inch alloys round off the

exterior changes, while inside, bucket seats from the 918 hypercar hold you firmly in place, with swathes of Alcantara covering almost every interior surface.

At the heart of the car sits the Carrera S's 3.8-litre engine, yet it's been flipped 180 degrees and detuned from 394bhp to 380bhp so as not to tread on its brother's toes. The GT4 is 180kg lighter, than the 911, though, so ticks off 0-62mph in 4.4 seconds and hits a top speed of 180mph. Freer-flowing exhausts also help it produce a throatier sound – a multi-layered growl that hits a crescendo as you approach the red line.

It doesn't deliver its power with the brutality of the 911 GT3, but with great

finesse instead, making it more accessible at more manageable speeds. The rev-hungry engine in the GT3 (with its 9,000rpm red line) is still the finer motor, yet the GT4 comes close to replicating its purity and engagement. And let's not forget, it's almost half the price, at £65,000.

Jab the throttle, and the engine will spin all the way to 7,400rpm before you have to snatch home another ratio on the six-speed manual. Porsche has shortened the length of the gearlever by 20mm – a simple but brilliant tactic to make changes feel snappier than before.

Weight distribution remains at a perfect 50:50 front to rear, so none of

**"On paper, the GT4 is the ultimate incarnation of the Cayman, and in the flesh, the most menacing"**







Big 20-inch alloys, huge rear wing and new sports exhaust add to newcomer's race car feel

# e Cayman GT4

0bhp ultimate Cayman is even better to drive than we expected

## Performance

0-62mph/top speed  
4.4 seconds/183mph



## Running costs

27.4mpg (official)  
£65 fill-up



## Body-coloured stitching gives interior a luxury feel, as does Alcantara trim

the precision or balance has been lost by turning the GT4 into a track-honed sports car. Like any other Cayman in the range, this model has a real sense of neutrality, yet a more aggressive attitude on turn-in, throttle inputs and braking. The steering wheel is round and buttonless, and reacts to even the tiniest input – allowing you to place the GT4 within a hair's width of where you want it.

That's partly down to the adoption of the complete front suspension from the GT3, with Porsche also fitting a bespoke set-up at the rear. There's no getting away from the firmer suspension, and don't think sticking the adjustable dampers in comfort will turn it into a cruiser – this was the setting Porsche

used to set a seven-minute, 40-second lap time at the Nürburgring race track.

Despite its track-focused demeanour, the GT4's standard kit list is decent. It includes sports exhausts, 20-inch rims, sports seats, a mechanical limited-slip diff and a leather and Alcantara interior. If you want to maximise track potential, or are simply a glutton for punishment, then Porsche will sell you a superb set of carbon-ceramic brakes for a little under £5,000, shell-backed, carbon-fibre seats for £1,907 and a £2,670 Club Sport Package that adds six-point harnesses, a roll hoop and a fire extinguisher.

It may be slightly less usable than the Cayman GTS and £9,054 more expensive, but in every other area, the GT treatment has taken the Cayman to the next level. We always thought this car had more to give, and now we know.



Auto  
EXPRESS

## Verdict

THE GT4 has been worth the wait. At just over £65,000, there's little else on the market that can offer a purer driving experience. Getting your hands on one will be tricky, though; demand has already outstripped supply, which doesn't surprise us one bit. The GT4 proves no one engineers sports cars quite like Porsche, and although it's not as extreme as the 911 GT3, this is instantly the Cayman of choice.





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## KENWOOD



**NEED TO KNOW...**  
 "Lexus is looking to downsize its range – we saw a supermini concept at the Geneva Motor Show and there's an even smaller SUV on the way."

# New cars

## Essentials

### Lexus NX 200t F Sport

<b>Price:</b>	£38,095
<b>Engine:</b>	2.0-litre 4cyl turbo
<b>Power/torque:</b>	235bhp/350Nm
<b>Transmission:</b>	Six-speed automatic, four-wheel drive
<b>0-62mph:</b>	7.1seconds
<b>Top speed:</b>	124mph
<b>Economy:</b>	35.8mpg
<b>CO<sub>2</sub>:</b>	183g/km

**ON SALE Now**



**COMFORT** Rear seats are stylish and comfortable, plus they fold to expand boot capacity to 1,520 litres. Headroom is a little tight, though



**PRACTICALITY** The 475-litre boot is a reasonable size, but it can't compete with BMW X3's 550-litre capacity or the Audi Q5's 540 litres



**TURBO MODEL** 200t does away with the hybrid model's CVT gearbox for a proper six-speed auto, but it's still a bit sluggish to respond

## Verdict

THE NX is a good SUV that could well be great with a diesel engine under the bonnet. As with the hybrid, the petrol model's performance is limited by a disappointing box, but otherwise, it remains a stylish, beautifully made car. There's plenty of space inside, a decent, if not overly generous, kit list and good comfort and refinement. Still, we're left longing for a diesel version.



# Lexus NX 200t

## Running costs

35.8mpg (official)  
 £67 fill-up



## FIRST DRIVE Turbo petrol engine fails to convince in stylish SUV

**Steve Fowler**  
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 @stevefowler

**STYLE** may not be at the top of an SUV buyer's wishlist, but it still counts for a great deal, which is why the Lexus NX has a head-start over its rivals. There are few cars that turn heads the way it does, with its bold creases, imposing spindle grille and slim, slashed lights.

Until now, it was only available as a hybrid and hobbled by a CVT gearbox that was efficient, but lackadaisical in its performance. So, the arrival of the NX 200t featuring Lexus' first turbo petrol engine should be appealing, especially as it's paired with a traditional six-speed torque converter automatic box.

However, petrol-powered SUVs are about as fashionable as bubble perms on footballers – fine many years ago, not so fine today. So much so that BMW doesn't even bother offering its X3 with a petrol unit – you'll have to look at a Range Rover Evoque or Audi Q5 to find a rival for the Lexus.

Like those cars, the NX 200t isn't cheap, at £38,095. It still undercuts the petrol Evoque by £8,000 yet doesn't come particularly well equipped, which is rather unusual for a Lexus. You do get adaptive cruise control, a DAB radio and wireless smartphone charging, but you'll have to fork out another £995 for sat-nav, or £1,995 for the premium version,



**Classy cabin is refined, but not as generously equipped as you expect of a Lexus**

which adds touchpad operation for Lexus' still infuriating Remote Touch infotainment controller and a decent upgrade for the audio system.

The smooth and near-silent 235bhp engine helps the NX go from 0-62mph in just 7.1 seconds on paper, yet it doesn't feel quite that fast on the road. Once

again, that's down to gearbox foibles – the six-speed auto is another lethargic unit that takes a while to perform. The nine-speed in the Evoque or eight-speed in the Q5 are far more engaging.

You won't complain about the ride, though. It's firm thanks to the F Sport trim, but not uncomfortably so. Our test covered over 500 miles with up to four people on board, and not one passenger remarked on intrusive bumps.

Interior space, comfort and style did get a mention, as the cabin looks great and is superbly made. But what we commented on most was the economy – 27.5mpg isn't too far off the claimed 35.8mpg figure, but with a 13-gallon tank, range is less than 400 miles. Plus, company car drivers will be put off by 183g/km emissions.





**NEED TO KNOW...**  
“C 350 Plug-in’s haptic accelerator pedal has a resistance point to help you stay in EV mode – push past it, and the engine fires up”



# Mercedes C 350 Plug-in

**FIRST DRIVE** Hybrid C-Class offers a compelling mix of power and fuel efficiency

**AE** Andrew English

PURE electric cars aside, plug-in hybrids are the most economical and tax-efficient vehicles money can buy. They're still expensive next to petrol and diesel-powered alternatives, but with Mercedes planning to launch 10 by 2017, you can expect prices to tumble.

So, it's up to early adopters to take the plunge, but fortunately, much of the C 350 Plug-in will feel familiar. Based on the C-Class saloon, it's pretty much a no-compromise vehicle, although under the skin, the space for the 100kg lithium-ion battery pack cuts boot capacity to 335 litres in the saloon and 350 litres in the Estate (from 480 and 490 respectively).

Both versions are also fitted with air-suspension to cope with the demands of the extra 200kg that the entire system adds to the kerbweight.

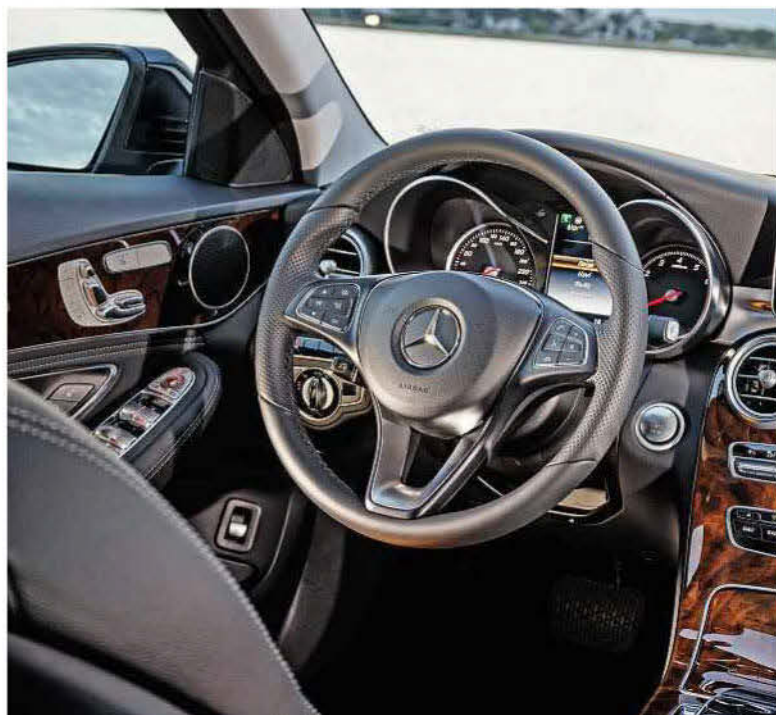
Climb inside, and it's business as usual. Last year's new C-Class was a big improvement on its predecessor, and

the plug-in hybrid uses exactly the same materials, plus fit and finish is excellent.

The cars will be supplied in Exclusive or Avantgarde trim, so they're well up the C-Class pecking order, with the addition of an air-con system that will pre-heat or cool the car thanks to its independent electrical power. The only hint of the state-of-the-art plug-in drivetrain is a small eco meter in the bottom of the instrument binnacle and the energy flow screen on the central tablet.

Under the skin, the 2.0-litre turbo petrol engine's 208bhp is augmented by an 80bhp electric motor that sits between the main unit and the transmission and can be clutched in and out. Total system power is 275bhp with a mighty 600Nm of torque, which is enough to give this 1.75-tonne car a 155mph top speed and a 0-62mph time of 5.9 seconds.

That's highly respectable for a sports saloon (the new C 450 AMG Sport is only one second quicker), and when you





**ON THE ROAD**

Hybrid model is 200kg heavier than the standard C-Class saloon, and our man English reports you can feel this through corners. But rear seats are as roomy and luxurious as in any other model

**Essentials****Mercedes C 350 Plug-in**

**Price:** £37,820

**Engine:** 2.0-litre 4cyl turbo, plus electric motor

**Power/torque:** 275bhp/600Nm

**Transmission:** Seven-speed auto, rear-wheel drive

**0-62mph:** 5.9 seconds

**Top speed:** 155mph

**Economy:** 134.5mpg

**CO<sub>2</sub>:** 48g/km

**ON SALE** May



**EQUIPMENT** Familiar touchscreen shows energy source; switches let you select drive mode; Plug-in features air springs and pre-entry climate control

**Inside, there are few clues that you're in a plug-in hybrid; cabin feels classy**

want to save the planet in E-mode, the electric motor and batteries deliver a 19.2-mile range at speeds up to 80mph.

There are two main driving modes for the C 350. Hybrid mixes electric-only driving with electric boosting (petrol and electric motors together) and brake energy recuperation to give maximum economy. E-mode uses battery power alone for a limited range, plus you can select E-save mode, where the electric charge is saved for later in the journey; there's also Charge, in which the petrol engine drives the car and recharges the battery simultaneously.

Put your foot down, and this big Mercedes sprints forward as the electric motor pushes its big torque into the system at very low revs. The charge tails off a bit at higher speeds, but this is still

a swift saloon. The ride is slightly better than the standard C-Class\*, although that extra 100kg in the tail makes the car bob over regular bumps, while changes of direction are a tad less immediate.

The drive systems offer a choice of Economy, Comfort, Sport and Sport+, which do pretty much what their names suggest. In Economy, the car will disengage the drivetrain and coast when conditions allow. The stiff suspension of Sport+ is a bit too much, though, so we preferred Comfort mode.

Brake energy recuperation is most noticeable in the two sport modes, where the initial regeneration braking isn't particularly well blended with the actual friction from pads on discs.

Again, Comfort is the best setting for braking, as it's more linear and the pedal feels more progressive, although at about 4mph, where the regeneration braking switches, it becomes jerky again.

**CHARGING** Once the batteries are flat, they take around two hours to be recharged from a mains socket. That time drops by 15 minutes if you have a home wallbox fitted

**Auto Express Verdict**

**FUEL** economy test conditions give plug-in hybrids an unfair advantage in the company car taxation game, but used in the right way, the Mercedes C 350 Plug-in can be very cheap to run. It delivers a sharp turn of pace, too, and excels at being a refined, luxurious cruiser. Just look closely at how you're likely to use it. It's £3,465 more expensive than a C 250 BlueTEC diesel, which will prove more economical if you plan on covering longer distances.







# Renault Mégane GT 220

**FIRST DRIVE** Verdict on new three-door warm hatch

## Renault Mégane GT 220 Coupé

<b>Price:</b>	£23,245
<b>Engine:</b>	2.0-litre 4cyl turbo, 217bhp
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	7.6 seconds
<b>Top speed:</b>	149mph
<b>Economy/CO<sub>2</sub>:</b>	38.7mpg/169g/km

**ON SALE Now**



**Jonathan Burn**  
jonathan\_burn@dennis.co.uk  
@jonathan\_burn

**AE** WE drove the Renault Mégane GT 220 Sport Tourer estate in Issue 1,360, and now we've tried the three-door Coupé version.

It's aimed at buyers who are seeking something a little more exciting than the standard Mégane, but don't want to go the whole hog with the Renaultsport Mégane 265 Trophy. Yet just because this newcomer doesn't bear the famous Renaultsport name, don't think you're getting shortchanged.

Beneath the unassuming exterior, the brand's motorsport arm has fettled the engine and chassis, so as in the estate, you get the basic 2.0-litre turbo from the 265 Trophy – detuned to 217bhp – and an enthusiastic appetite for bends.

There's still enough poke to keep you suitably entertained, however, with a strong spread of torque helping you from 0-62mph in 7.6 seconds. There's slight hesitation from the engine under hard acceleration, but above 3,000rpm, it's lively and responsive. However, we found heavy throttle inputs caused the front axle to become slightly overwhelmed and spin the tyres in corners, as there's no limited-slip diff.

The recalibrated steering fits the GT 220's more bullish character, while the retuned suspension set-up irons out excess body movement. The ride is firmer than the standard Coupé's, but still comfortable enough for daily use.



**Neat spoiler sets GT 200 apart outside and there's lots inside; split-fold rear seats add practical touch**



## Verdict

THE GT 220 Coupé is a logical and accomplished addition to the Mégane range. There are some equally capable rivals on the market which are a little cheaper to buy and run, but the Renault is certainly up there when it comes to excitement.



## EQUIPMENT

As well as the Renaultsport chassis and engine, the GT 220 Coupé includes a pair of sports seats, carbon-fibre detailing and aluminium pedals. Air-con, sat-nav and a reversing camera come as standard, too

## Coming soon



### VAUXHALL CORSA VXR SPRING

HOT version of popular supermini arrives this year, with 202bhp and 245Nm of torque.

#### SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	early 2015
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Adam Grand Slam	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

#### FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	early 2016
Jaguar XE	spring
Mercedes CLA Shoot. Brake	mid 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Skoda Superb	summer
Skoda Fabia estate	mid 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

#### SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 488 GTB	spring
Fiat Spider	late 2015
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	mid 2015
Honda Civic Type R	late 2015
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	mid 2015
Porsche Cayman GT4	mid 2015
Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015

Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

#### SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	mid 2015
Honda CR-V	mid 2015
Honda Vezel	2015
Infiniti QX30	late 2015
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

#### PEOPLE MOVERS

BMW 2 Series Gran Tourer	summer
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	November

#### CABRIOLETS

Audi R8 Spyder	2016
Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Jaguar F-Type SVR	late 2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	mid 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

#### LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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Models shown MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTI-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTI-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)





## BMW X6 xDrive30d M Sport

**Price:** £55,850 **Engine:** 3.0-litre 6cyl turbodiesel, 255bhp

**0-60mph:** 6.3 seconds **Test economy:** 32.8mpg/7.2mpl

**CO<sub>2</sub>:** 159g/km **Annual road tax:** £180

## Range Rover Sport 3.0 SDV6 HSE

**Price:** £61,250 **Engine:** 3.0-litre V6, 302bhp

**0-60mph:** 7.5 seconds **Test economy:** 30.7mpg/6.8mpl

**CO<sub>2</sub>:** 185g/km **Annual road tax:** £225

## Porsche Cayenne Diesel

**Price:** £50,247 **Engine:** 3.0-litre V6, 258bhp

**0-60mph:** 7.3 seconds **Test economy:** 33.2mpg/7.3mpl

**CO<sub>2</sub>:** 173g/km **Annual road tax:** £205



Pictures: Pete Gibson Location: Cotswold Water Park, Cirencester, Gloucestershire



**64** **LIVING WITH A...  
BMW i3**  
How do dealers handle  
EV? Not very well, as  
our man is kept waiting.



**66** **LIVING WITH A...  
SKODA SUPERB**  
With new model on the  
horizon, time will soon  
be up for family star.



# Winning formula?

Can BMW's second-generation X6 recreate the controversial appeal of the original against Porsche and Range Rover rivals?

**AE** ONE thing's for certain, the BMW X6 has carved a unique niche in the SUV sector. Branded as a Sports Activity Coupé, it has caused controversy with its blend of off-road body and rakish sports car roofline, but that hasn't stopped the company from introducing an all-new version.

As before, the second-generation model is based on the X5, and aims to deliver an entertaining driving experience in a unique SUV package. But does the new X6's performance

do justice to its sporty looks? To find out, we've lined up two tough rivals in the shape of the Range Rover Sport and Porsche Cayenne.

They don't look as radical as the X6, but they both deliver performance, practicality, luxury and all-round driving ability that will be a stern test for the newcomer. We've tested 3.0-litre diesel versions of all three to find out where exactly the new X6 fits in.





**MODEL TESTED:** BMW X6 xDrive30d M Sport  
**PRICE:** £55,850 **ENGINE:** 3.0-litre 6cyl, 255bhp

**AE** BMW claims it invented the 'Sports Activity Vehicle' when it introduced the original X6 back in 2008. And despite launching in the middle of a global recession with a premium price tag, the coupé SUV has sold well – here we test the new xDrive30d M Sport to see if it can carry on that trend.

### Styling 3.9/5

IMAGE is a big part of the upmarket off-roader sector, and it's cars like the BMW X6 that cater for this market. It's less practical than the larger X5 it's based on, but the focus here is on styling – the trade-off is that the X6 still combines a high-up SUV driving position with a sporty coupé profile.

Our test car comes in M Sport spec, which adds a chunky bodykit and extra detailing. At the front there's a deep bumper with lots of grilles and slashes to add a sportier look. To accentuate the X6's width, BMW has flattened and widened its trademark kidney grilles with a pair of narrower headlight clusters that flow round on to the front wings, contributing towards the relatively aerodynamic looking front end for a large 4x4. The headlamps also feature distinctive LED running lights that add to the X6's jutting, aggressive nose.

At the side, the swoopy roofline tapers towards the rear, with a few sharp creases down the BMW's flanks adding detail. One runs from the front wheelarches through the door handles and down to the rear, while the other follows the line of the wheelarch to give the X6 a purposeful, sporty stance.

Large 20-inch alloys fill the BMW's substantial arches and help give it more visual presence next to the conventionally styled SUVs of our trio. Behind the X6's front wheelarches, BMW has added a clever design detail called 'Air Curtain', which consists of vents that let air out of the front wheel wells to reduce drag and improve efficiency.

At the rear, the X6 looks much less sporty than it does at the front. The raised ride height means the sloping roof doesn't meet the rear bumper like a conventional coupé, leaving a large slab of metal on the rear hatch. It's still heavily sculpted at the back, with the twin tailpipes housed in a gloss bumper insert.

BMW has taken a similar approach to the X6's interior as it has the exterior styling, tidying things up with a revised design. Unlike some of the brand's sports cars, it's not quite as driver-focused – instead, the emphasis is on comfort for all occupants.

It's extremely well equipped, too, with leather, sat-nav, heated seats, cruise control and many other top-spec features coming fitted as standard. However, the LCD dash display on our test car is a £375 option.

**"The X6 is very well equipped, with leather, sat-nav and heated seats as standard"**

### Driving 4.2/5

DRIVE just a few miles in the X6 and it's clear it lies somewhere between the Porsche and the Range Rover in terms of performance. It's not quite as focused as the Cayenne, but it's quicker and more composed than the incredibly refined Range Rover.

Our test figures showed the BMW was the fastest car from 0-60mph, with a time of 6.3 seconds, while it was broadly on a par with the Cayenne for in-gear acceleration and braking. However, on a twisty road it isn't as engaging as the Porsche.

Its set-up is much softer, and with the suspension in Comfort mode, the X6's nose floats over bumps while the light steering doesn't give much feedback – flick the switch mounted down by the gearlever and select Sport mode, and it takes on a firmer, tauter personality. Roll is reduced and the grippy chassis feels more agile, with sharper turn-in response, while the all-wheel-drive system delivers strong traction. The steering does feel overly heavy and artificial, though.

The BMW is less sporty than the Porsche, but it excels as a cruiser. Soft suspension gives plenty of comfort, while the powerful 255bhp 3.0-litre diesel delivers lots of low-down torque to get the big SUV moving. The eight-speed auto is the smoothest here, and with steering wheel-mounted shift paddles you can flick up and down the box quickly for snappier changes. The engine is noisier than the other two when cold, but makes a nice rumble on the move.

### Ownership 3.8/5

BMW finished 10th in the manufacturer ranking of our Driver Power satisfaction survey – only four places behind Porsche. However, when it came to dealer service, the brand trailed Porsche by 19 positions, coming 22nd, although it still beat Land Rover's network, which was 28th.

When it comes to safety, the X6 is on a par with its rivals here, featuring six airbags, all-round parking sensors and a tyre pressure monitor as standard. There's an Active Security package on offer for £880 that adds lane-change warning, plus a £530 around-view camera system for extra peace of mind.

### Running costs 3.5/5

THE lighter X6 managed to all but match the Cayenne's fuel economy on test – our figures showed it returned 32.8mpg, which put it ahead of the Range Rover Sport's 30.7mpg. If you're a company car driver there's not much to split the BMW and the Porsche, either, as the X6 will cost higher-rate tax payers just £18 per year more, at £6,006.

BMW's fixed-price, five-year/50,000-mile servicing package is tempting at £525 and will save buyers money on dealer maintenance. However, the X6 has the worst residuals of the big 4x4 trio. While the Porsche will hold nearly 59 per cent of its original value, with the Range Rover retaining 55 per cent, the X6 will be worth only 47 per cent of its new price after three years, depreciating by £29,712.

## Exterior

### Design

X6's styling is as divisive as ever, with sharper creases and more bold surfaces adding to the visual attitude with it. Our M Sport brings huge 20-inch alloys as standard, as well as LED headlights, which only add to the road presence



# BMW X6

## Interior







#### TESTERS' NOTES...

"The X6's looks will split opinion, but it's still a great SUV to drive. However, the styling hurts practicality compared to the other two SUVs on test. It's not quite as usable."

**JAMES DISALE**  
ROAD TEST EDITOR



#### TESTERS' NOTES...

"Smooth gearbox and refined cabin make the X6 a great cruiser, but adjustable suspension dampers mean it rises to the challenge of a twisty road, too."

**SEAN CARSON**  
SENIOR ROAD TESTER



**CO<sub>2</sub>/tax**  
159g/km  
£180 or 27%



**Practicality**  
Boot (seats up/down)  
550/1,525 litres



**Performance**  
0-60/30-70mph  
6.3/6.4 seconds



**Braking**  
70-0/60-0/30-0mph  
47.0/34.3/8.5m



**Running costs**  
32.8mpg (on test)  
£99 fill-up



### iDrive

CRISP and clear 10.2-inch screen comes as standard and is part of BMW's iDrive infotainment system. There's a touchpad, too

### Dials

DIGITAL display changes depending on mode. Eco Pro displays efficiency data, Sport mode turns dials red

### Practicality 3.6/5

DON'T expect the X6 to be as usable as its more conventional looking rivals in this test. That low roofline at the back means boot space is 550 litres, which is 120 litres down on the Porsche. Fold the rear seats down in all three models and the X6's capacity is still more than 230 litres smaller than either the Sport or Cayenne's.

The sloping roof also limits rear visibility (although the optional around-view camera helps when manoeuvring) and back headroom.

The front of the cabin is more roomy and offers good storage, too. There's a central bin underneath the armrest with USB charging points, two cup-holders in front of the gearlever, a good-sized glovebox and large door bins that'll easily hold water bottles. The automatic tailgate also helps when loading as it's quite a reach to close the boot.



# Road test

BMW X6 vs rivals

**MODEL TESTED:** Range Rover Sport 3.0 SDV6 HSE  
**PRICE:** £61,250 **ENGINE:** 3.0-litre V6, 302bhp

**AE** THE second-generation Range Rover Sport arrived in 2013, with the most significant change being a switch of platform, from the Land Rover Discovery's to that of the larger Range Rover, introduced in 2012.

As well as being bigger than before, the Range Rover Sport benefits from lighter chassis parts, so it's more efficient. It's been a winning formula for Land Rover, as the company's Solihull plant can't make them fast enough to keep up with demand. Here we test the HSE model with SDV6 diesel power.

## Styling 4.2/5

RANGE Rover has a distinct design language that has evolved over the past 45 years. Originally it was an upmarket alternative to the utilitarian Land Rover, and this emphasis on form over function has seen it become one of the world's leading luxury brands.

The Range Rover Sport takes cues from the compact Evoque and scales them up to the Range Rover's dimensions. That means you get an imposing front end, with distinctive daytime running lights, and the familiar Range Rover script on the edge of the bonnet. Further back, the slab sides are similar to the full-size model's, and it's easy to confuse the two unless they're parked side-by-side. At the back, the roof is lower than the Range Rover's, while the pinched rear end and high-set tail-lights are now a familiar design flourish.

Our car's £1,300 Stealth Pack adds black alloys, roof and trim. It won't be to all tastes, but there are plenty of exterior options, such as 13 wheel designs and 17 colour choices.

Inside, the move up to Range Rover running gear means there's more space and greater luxury. Leather is standard, but again you can upgrade to nine other options, while the dash inserts and headlining can also be personalised. The cabin has the quality feel of its larger sibling, and from behind the wheel, you could easily be forgiven for thinking that you're driving the larger car.

The dash is the same, adding touches of hi-tech design. It's a configurable widescreen digital display that shows useful driving data, navigation instructions and entertainment information. On that subject, the multimedia system and climate controls are also borrowed from the larger car, and while on the whole that's no bad thing, the new nav system on the Land Rover Discovery Sport makes the set-up here look dated. It's still functional, though.

## Driving 4.3/5

THE flagship Range Rover is as famous for its limo-rivalling comfort as its off-road ability, and as the Sport model now has the same

**"Range Rover steals a march over the BMW and Porsche with its off-road ability"**

platform, it benefits from the same qualities, but with a sharper edge. HSE models are powered by a 3.0-litre V6 diesel – you have to move up to Autobiography trim if you want anything more powerful. However, the SDV6 unit is punchy, and the eight-speed automatic gearbox makes the most of the power on offer.

The X6 and Cayenne feature a similar 3.0-litre six-cylinder engine and also come fitted with eight-speed autos, but where the Range Rover Sport steals a march is with its off-road ability. It comes with air-suspension and Land Rover's excellent Terrain Response system as standard. The latter means you can select a mode for the terrain you're going to cross, and the electronics adjust the diffs, ride height, gearbox and power delivery to suit.

Most buyers are unlikely to make the most of this potential, but if they do, they'll be amazed at how far off road this comfortable SUV can go. It's equally accomplished on the road, too, delivering confidence-inspiring handling. The steering is precise, there's plenty of grip and body movement is well controlled. This is particularly true of Dynamic models, which feature an active anti-roll set-up that keeps the Range Rover on an even keel through a series of corners.

## Ownership 3.6/5

DESPITE its rugged off-road heritage, Land Rover doesn't have the greatest reputation for building reliable cars. However, through annual cycles of development, and plenty of technology sharing between models, the brand's more recent offerings should be more resilient than their predecessors.

The Range Rover Sport hasn't been assessed by Euro NCAP for safety, but the larger Range Rover earned a five-star crash test rating, and all of its safety features are carried over to the smaller model. There are eight airbags, roll stability control and the clever Terrain Response set-up, so you can be sure that the Sport will be tough.

## Running costs 3.4/5

AT £61,250, the Range Rover Sport HSE costs £5,400 more than our M Sport-spec X6, and it's clear that you're paying a premium for the badge, because the two models have largely similar standard kit lists. It's not left wanting for equipment, though. Sat-nav, leather, front and rear parking sensors and cameras, heated front seats and a power tailgate are all included.

Emissions of 185g/km are reasonable considering the Sport's size, but it's beaten by both the BMW and Porsche. Add that high list price, and the Range Rover is a costly company car choice, and economy of 30.7mpg will raise questions for private buyers, too.

Land Rover offers a five-year service plan for £699 to help ease costs, although BMW's similar scheme is £525, while the Range Rover Sport is also predicted to be strong residually, retaining over half of its value after three years. Its residuals are around 10 per cent better than the X6's, but behind the updated Cayenne's.

## Exterior



### TESTERS' NOTES...

"While the Range Rover Sport doesn't have the sharp responses of the Cayenne, it's decent enough and counters this with greater cruising comfort."

SEAN CARSON  
SENIOR ROAD TESTER



# Range Rover

## Interior







## Personalisation

OUR car's £1,300 Stealth Pack is one of a host of personalisation options, adding black alloys, roof and trim. There's also various alloy wheel designs and colour options. Glimpses of the smaller Evoque are visible in the design, with a lower roof and pinched rear end



# er Sport



**CO<sub>2</sub>/tax**  
185g/km  
£225 or 33%



**Practicality**  
Boot (seats up/down)  
489/1,761 litres



**Performance**  
0-60/30-70mph  
7.5/6.9 seconds



**Braking**  
70-0/60-0/30-0mph  
53.6/36.8/9.9m



**Running costs**  
30.7mpg (on test)  
£94 fill-up



**TESTERS' NOTES...**  
"It carries a premium over its rivals here, but it's clear buyers are willing to stump up the extra to experience the Range Rover Sport's luxury fit and finish."  
**JAMES DISDALE**  
ROAD TEST EDITOR



## Digital dash

LIKE the X6, the Range Rover Sport gets a digital dash, but it's not quite as sporty as the Porsche's traditional five-gauge layout

## Quality cabin

EXPENSIVE-feeling materials litter the Range Rover's cabin – it's the most refined here

## Practicality 4.4/5

CONSIDERING its size, you'd expect the Range Rover Sport's cabin to be cavernous. But while it's roomy – it's certainly more spacious than its competitors in this test – the space has been given over to the cabin's luxury finish. That's no bad thing, though, as the Sport has an upmarket feel just like the full-size Range Rover.

While the X6 is a strict four-seater, there is scope to seat three in the back of the Range Rover. However, the middle seat is raised high due to the sculpted outer chairs, and is only really for occasional use.

At the back, a power tailgate aids access to the boot. Unfortunately, the high-set floor and low load cover limit capacity to 489 litres – that's 61 litres down on the X6. Yet unlike its rivals, the Land Rover is offered with two occasional seats that flip up out of the boot floor for £1,600.



# Road test

BMW X6 vs rivals

**MODEL TESTED:** Porsche Cayenne Diesel  
**PRICE:** £50,247 **ENGINE:** 3.0-litre V6, 258bhp

**AE** THE second-generation Porsche Cayenne was launched in 2010, but it was overhauled last year with improved emissions and performance across the range.

The Diesel is the entry point of the entire Cayenne line-up, yet delivers just as much driver involvement as faster models, and a lot more driving entertainment than you would expect from a large SUV. Prices start at £50,247.

## Styling 3.9/5

THE Porsche Cayenne has never really won over many fans with its styling. But over time its mix of traditional Porsche design cues and big SUV proportions has become familiar and far less controversial than when the original was launched in 2002.

Unfortunately, the looks are rather restrained when compared to its rivals here. The boxy proportions are pure SUV, and the car shares its overall shape with the VW Touareg, which is built on the same platform.

Integrating the looks of a 911 with an SUV was always going to be a hard task, and while the round light clusters, smooth nose and curving bonnet are all present, it doesn't really grab your attention when compared to the bold and imposing front ends of the BMW and Range Rover. Still, some people will appreciate the Cayenne's subtlety, and see this as more of an attraction than a negative.

And if you need to stand out, you can always raid Porsche's extensive list of alloy wheel options, exclusive paint schemes, and even a chunky bodykit. Besides, the looks will soon be forgotten once you climb on board.

The Cayenne has a proper sports car-style cockpit, especially up front, where driver and passenger are divided by a large, high-set centre console. This puts the gearlever and assorted controls close to hand for the driver, while the overlapping dials are another traditional Porsche touch. Everywhere you look there are high-quality materials, with soft-touch plastics, leather and metal trim.

Everything works precisely and with a solid feel. It has the edge over the BMW for quality, although it has to give second best to the Range Rover in that regard. It also trails in terms of kit, because sat-nav, heated front seats, DAB radio, park assist and Bluetooth – all standard on the X6 and Range Rover Sport – are pricey options on the Cayenne.

## Driving 4.4/5

IF you're buying a Porsche, it probably means you want some driving fun in your life. And while the Cayenne is a more practical choice than the brand's sports cars, it still has the ability to put a smile on your face. The 3.0-litre

**“Low kerbweight and short gearing meant Cayenne showed strong performance”**

V6 diesel has been updated to 258bhp, which is 3bhp up on the X6, but 44bhp down on the Range Rover. However, a lower kerbweight and short gearing meant the Cayenne showed strong performance in our tests. Like its rivals, it has an eight-speed gearbox, and in auto mode, it responds very quickly to a prod of the accelerator pedal.

As you'd expect, the Cayenne excels on twisty roads. Petrol versions are known for sharp handling that defies their size and weight, and the Diesel is the same. Direct steering equals sharp turn-in, and there's plenty of traction thanks to four-wheel drive.

Like the X6, the Cayenne Diesel has conventional steel springs and dampers, rather than the air-suspension you get on the Range Rover (although this kit can be added for £2,379), and while the Porsche rolls a bit more in corners, it's well controlled and a neutral balance boosts confidence.

The payoff for this involving drive is a firm ride, which is made harsher by larger alloy wheel options – much more so than in the Range Rover. The Cayenne Diesel has 18-inch wheels as standard, and while they provide smoother progress, the Porsche can't match the Range Rover Sport's cruising comfort.

## Ownership 4.0/5

PORSCHE'S motorsport heritage, including its numerous Le Mans 24 Hours wins, demonstrates that the brand knows how to build a car that lasts, and this experience has filtered through to its production models.

While the Cayenne is painted and assembled alongside the Touareg at VW's plant in Bratislava, Slovakia, final assembly takes place in Leipzig, Germany. There, the interior is hand finished, before engineers meticulously inspect each model to ensure the highest standard of finish.

If problems should arise, owners can expect a first-class service from Porsche's dealers. The network finished third in our Driver Power 2014 survey, well ahead of BMW's in 22nd, proving a prestige brand can place value in its customers, rather than just what's in their wallets.

## Running costs 3.6/5

LOOK at the bare prices, and the £50,247 Cayenne Diesel seems like a bargain. But if you want luxuries, Porsche expects you to pay for them. You need to spend over £7,000 on options to get a spec to match the other cars here, which places it between the BMW and Range Rover on price. Stick with essentials like the PCM multimedia system (£2,307) and DAB radio (£324), and you can come in under the X6's price and not feel short changed.

An effective stop/start system helped the Cayenne Diesel return 33.2mpg on test, and while it sits in a higher tax bracket, the lower list price means it's a cheaper company car choice. But beware the escalating cost of adding options. Servicing for the Cayenne will be expensive when compared to its rivals here, but 59 per cent residuals are the best on test.

## Exterior



**TESTERS' NOTES...**  
“The Cayenne is the perfect example of a practical and upmarket SUV, which doesn't sacrifice driving enjoyment.”

**JAMES DISDALE**  
ROAD TEST EDITOR



# Porsche Cayenne

## Interior







# Cayenne



## CO<sub>2</sub>/tax

173g/km  
£205 or 30%



## Practicality

Boot (seats up/down)  
670/1,780 litres



## Performance

0-60/30-70mph  
7.3/5.0 seconds



## Braking

70-0/60-0/30-0mph  
48.1/32.0/8.7m



## Running costs

33.2mpg (on test)  
£98 fill-up

## Head-to-head

### Rear styling

THE X6's Sports Activity Coupé styling stands out, and BMW's X4 is the only other car on the road with a similar look – for now, at least.

But Mercedes' new GLE Coupé will take the fight to the X6 when it hits dealers in the summer, while Audi has its own coupé SUV plans, too, as we revealed on Page 18.

In this test, you could argue the Range Rover looks as racy as the X6, yet its angled rear doesn't hit practicality as much as the BMW's.



## Standard kit

OUR X6 M Sport is well equipped, with sat-nav, heated leather seats, LED lights, metallic paint and a multimedia system with a parking camera (below). The Range Rover Sport gets a similar amount of kit, but you have to pay £7k extra to get the Cayenne to the same level, cancelling out its price advantage.



## Tax costs

A HIGH list price and poorer emissions mean the Range Rover is the costliest car to tax, with higher-rate taxpayers facing an annual bill that's £2,000 more than the X6. The Cayenne sits in a higher tax band than the BMW, but its lower price means costs for the two are similar.



## Sat-nav

NAVIGATION is a £2,307 option as part of PCM package, but comes as standard on the X6 and Range Rover Sport

## Sporty cabin

CAYENNE is sportiest to drive and interior reflects this with steering wheel similar to Porsche's sports cars'

## Practicality 4.3/5

DESPITE the Cayenne's raised ride height, a low seating position gives it a sporty feel, which is enhanced by the sculpted steering wheel and metal shift paddles. But while the cabin is spacious enough, it just doesn't feel as big as the X6. You can't stretch out in the same way, although you can seat three across the back with ease.

At the back, the squared-off rear means there's 670 litres of space on offer, which is 120 litres more than in the BMW, and like its rivals, a powered tailgate is standard to aid access. Aside from that, there aren't many useful touches. Porsche charges £260 for a load space management system, which adds floor rails, eyelets and a set of retaining straps.





# Insurance



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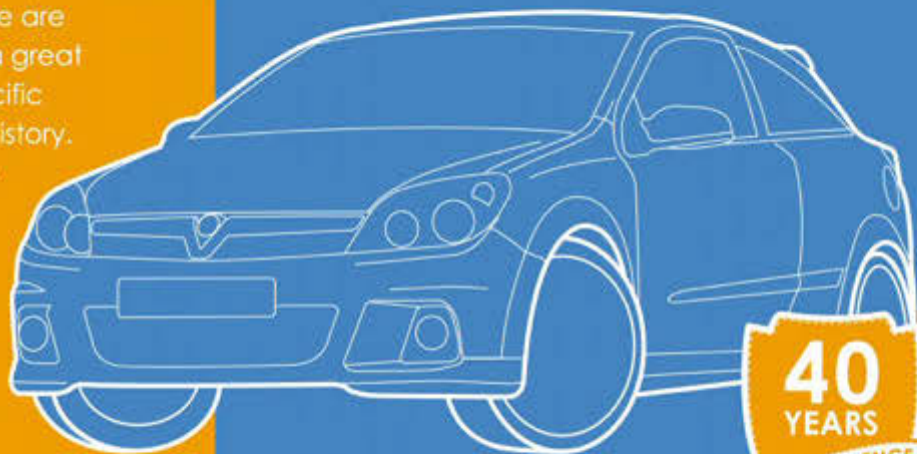
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## Figures

Porsche  
Cayenne  
DieselRange  
Rover Sport  
3.0 SDV6 HSEBMW X6  
xDrive30d  
M Sport

On the road price/total as tested	£50,247/£62,925	<b>RESIDUALS</b> A RETAINED value of almost 60 per cent is one of the best for any new car, irrespective of class. The Porsche loses the least value in this test.	£61,250/£71,478		£55,850/£65,445	<b>SERVICING</b> FIXED-price deal will help ensure X6 is cheaper to maintain than either rival over five years.
Residual value (after 3yrs/36,000)	£29,595/58.9%		£33,810/55.2%		£26,138/46.8%	
Depreciation	£20,652		£27,440		£29,712	
Annual tax liability std/higher rate	£2,994/£5,988		£4,016/£8,032		£3,226/£6,451	
Annual fuel cost (12k/20k miles)	£1,922/£3,204		£2,079/£3,465		£1,946/£3,243	
Ins. group/quote/road tax band/cost	45/£696/H/£205		43/£568/I/£225		45/£659/G/£180	
Cost of 1st/2nd/3rd service	£420/£550/£420		£699 (5yrs)		£525 (5yrs/50k)	
Length/wheelbase	4,855/2,895mm		4,850/2,923mm		4,909/2,933mm	
Height/width	1,705/1,939mm		1,780/2,073mm		1,702/1,989mm	
Engine	V6/2,967cc		V6/2,993cc	<b>BOOT SPACE</b> IT'S got a smaller boot than the X6 with the seats in place, but a squarer rear means there's greater space with them folded.	6cyl in/2,993cc	<b>SPARE WHEEL</b> THERE'S no option to add a spare, but run-flat tyres are complemented by a pressure monitoring system.
Peak power/revs	258/4,000 bhp/rpm		302/4,000 bhp/rpm		255/4,000 bhp/rpm	
Peak torque/revs	580/1,750 Nm/rpm		700/1,500 Nm/rpm		560/1,500 Nm/rpm	
Transmission	8-spd auto/4wd		8-spd auto/4wd		8-spd auto/4WD	
Fuel tank capacity/spare wheel	85 litres/sealant	<b>SERVICING</b> BIENNIAL dealer visits should take some of the sting out of the Cayenne's potentially higher service costs.	80 litres/space saver		85 litres/run-flats	
Boot capacity	670/1,780 litres		489/1,761 litres		550/1,525 litres	
Kerbweight/payload/towing weight	2,110/760/3,500kg		2,115/985/3,500kg		2,065/715/3,500kg	
Turning circle/drag coefficient	11.9 metres/0.36Cd		12.3 metres/0.34Cd		12.8 metres/0.32Cd	
Basic warranty (miles)/recovery	3yrs (unltd)/2yrs		3yrs (unltd)/3yrs	<b>EURO NCAP</b> SPORT hasn't been crash tested, but full-size Range Rover has. It was awarded respective scores of 91, 84 and 63 per cent, plus a five-star rating overall.	3yrs (unltd)/3yrs	<b>SERVICING</b> CONDITION-based servicing means key components are monitored for wear, and if they are due for replacement, the electronics will warn you.
Service intervals/UK dealers	20k miles (2yrs)/36		Variable/130		Variable/153	
Driver Power manufacturer/dealer pos	6th/3rd		20th/28th		10th/22nd	
Euro NCAP: Adult/child/ped./stars	N/A		N/A		N/A	
0-60/30-70mph	7.3/5.0 secs	<b>PERFORMANCE</b> CAYENNE and X6 are evenly matched for performance. Despite a power advantage, the heavier Range Rover Sport can't make it pay.	7.5/6.9 secs		6.3/6.4 secs	
30-50mph in 3rd/4th	2.9/3.9 secs		2.8/3.5 secs		3.0/3.9 secs	
50-70mph in 5th/6th/7th/8th	4.6/5.6/7.4/10.2 secs		4.9/6.6/8.2/13.4 secs		4.2/5.6/7.5/11.7 secs	
Top speed/rpm at 70mph	137mph/1,850rpm		130mph/1,600rpm		143mph/1,700rpm	
Braking 70-0/60-0/30-0mph	48.1/32.0/8.7m		53.6/36.8/9.9m		47.0/34.3/8.5m	
Noise outside/idle/30/70mph	62/48/61/67dB		60/45/59/66dB		59/56/57/71dB	
Auto Express econ (mpg/impl)/range	33.2/7.3/621 miles		30.7/6.8/540 miles	<b>HEFTY CO<sub>2</sub></b> DESPITE weight-saving measures around the car, the ageing V6 diesel can't match its rivals for low emissions.	32.8/7.2/613 miles	<b>OPTIONS</b> A PARKING camera is a £375 option, while other extras include a head-up display (£995), four-zone climate (£545), surround view (£530) and a B&O audio system (£3,345).
Govt urban/extra-urban/combined	37.2/47.1/42.8mpg		35.8/44.1/40.4mpg		41.5/50.4/47.1mpg	
Govt urban/extra-urban/combined	8.2/10.4/9.4mpl		7.9/9.7/8.9mpl		9.1/11.1/10.4mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	228/173g/km/30%		247/185g/km/33%		231/159g/km/27%	
Airbags/Isofix/park sensors/camera	Six/yes/yes/£446		Six/yes/yes/yes		Six/yes/yes/£375	
Automatic box/stability/cruise ctrl	Yes/yes/yes		Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/yes/£296		Yes/yes/yes		Yes/yes/yes	
Met paint/LED headlights/keyless go	£720/£1,886/£744		Yes/no/yes		Yes/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	£2,307/y/£324/£446		Yes/yes/yes/yes		Yes/yes/yes/yes	

## Results

## PORSCHÉ

THE Cayenne's margin of victory is extremely slim here, but it edges the Range Rover Sport for first place on account of its lower running costs and the proposition of excellent reliability and dealer service. Although it can't match the British car for style, the Cayenne is the best SUV to drive and cheaper to buy and own, plus residual values of 59 per cent leave the others in its wake.



1st

## RANGE ROVER

WHILE the Range Rover Sport can't match the Cayenne's level of driver involvement, its extra refinement, comfort and marginally better practicality mean it's a more usable car. However, it's the slowest of the three, despite having a more powerful engine. It's also the least efficient, and although it features more standard kit than the Porsche, it costs £11,000 more.



2nd

## BMW

A LACK of practicality next to these two more conventional SUVs sees the BMW X6 take third spot, and what you lose in practicality you don't gain back in extra style. It does come with plenty of kit and offers much of the refinement of the Range Rover with the speed of the Porsche. It's a comfortable cruiser, too, although depreciation of £29,000 in three years will be hard to stomach.



3rd

\*Joint options. Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## X6 range secrets

## New X6 line-up?

THE X6 range starts with the 30d SE, which is £51,150, while the 40d SE is £53,810. Both can be upgraded to M Sport for £4,770 and £5,330 respectively. There's also the petrol 50i, priced at £63,065 (SE) or £67,190 (M Sport). Finally, the hot M50d diesel costs £66,920.

## Anything faster?

IF the standard car is a touch tame and you want something with even greater performance, then the X6M has also been launched. The flagship costs £93,070 and is powered by a 567bhp twin-turbo V8. It's capable of 0-62mph in a staggering 4.2 seconds.

## Worth considering...

## Alpina XD3

IT'S not as big or upmarket as the X6, but if you want a sporty SUV, the XD3 is well worth a look. BMW tuning expert Alpina has taken a standard X3 and transformed it into a driver's car capable of 0-62mph in 4.9 seconds, while at £56,450 it's in this ballpark for price.



## Mazda 6 2.2 175 Sport Nav

**Price:** £26,795 **Engine:** 2.2-litre 4cyl, 173bhp **0-60mph:** 8.2 seconds  
**Test economy:** 51.0mpg/11.2mpl **CO<sub>2</sub>:** 119g/km **Annual road tax:** £30

## Volkswagen Passat 2.0 TDI SE Business

**Price:** £25,135 **Engine:** 2.0-litre 4cyl, 148bhp **0-60mph:** 8.7 seconds  
**Test economy:** 46.4mpg/10.2mpl **CO<sub>2</sub>:** 106g/km **Annual road tax:** £20





# Action replay

Can Mazda's newly facelifted 6 succeed where its predecessor narrowly failed in January, and beat the class-leading Volkswagen Passat?



**AE** SECONDS out, round two. Following its defeat to the Volkswagen Passat in Issue 1,354, the Mazda 6 is back for another face-off with the German saloon to try to reverse our previous decision and snatch a win.

The 6 narrowly lost out last time around due to its dated interior, but the revised car – featuring a smarter, more hi-tech cabin and refreshed styling – stands a good chance of reclaiming its crown.

In recent years, the large saloon market has been squeezed due to the rise in popularity of crossovers,

so it's no longer enough for cars like the Mazda and VW to just offer practicality or efficiency. Our four-door duo drive well, look the part, promise generous kit and strong refinement and emit low levels of CO<sub>2</sub> in an attempt to lure company car drivers and private buyers out of their SUVs.

The question is, are the improvements that Mazda has made to its 6 saloon enough to deliver a knockout blow to the new class leader, the Passat? To find out, we pitched Japan against Germany in a head-to-head tussle from which there can only be one winner. The gloves are off.

Pictures: Pete Gibson Location: Longcross Proving Ground, Chobham, Surrey



**MODEL TESTED:** Mazda 6 2.2 175 Sport Nav  
**PRICE:** £26,795 **ENGINE:** 2.2-litre 4cyl, 173bhp

**AE** IF you're after a family saloon that's fun to drive, look no further than the Mazda 6, which tops the class for thrills behind the wheel. The brand's SkyActive tech means the large saloon offers attractive levels of performance and efficiency, but it has always trailed rivals on interior quality. The facelifted 2015 model addresses the old 6's major flaw, though, and we test it here in range-topping £26,795 Sport Nav spec.

### Styling 4.1/5

**CHANGES** as part of this refresh to the 6's appearance are subtle, but Mazda's general approach was to tidy up some of the design details and make the exterior look simpler.

It means that the front end of our top-spec Sport Nav model now gets a swoopy silver insert that Mazda calls its 'wing design'. There's more bright silver detailing around the foglights, lifting the styling, while the 6 also features LED headlamps and tail-lights, as well as dark-finish 19-inch alloy wheels.

The results are undeniably positive. The big rims combine with flowing lines over the wheelarches to give the Mazda a surprisingly muscular stance in the metal for a family saloon car. It doesn't look too extravagant, though, and these changes definitely provide more kerb appeal.

However, the adjustments Mazda has made to the exterior styling are minor. Instead, the brand has chosen to focus on updating the old 6's biggest drawback – the design and layout of the cabin. The improvements here really work, with a lower dash profile reducing the height of the previously bulky fascia, plus a slim, seven-inch colour touchscreen adding class on top.

Details like this are important when trying to compete against premium brands like Mercedes, BMW or, indeed, Volkswagen, and Mazda has upped its game accordingly.

For example, the multimedia system is controlled by a knurled metal rotary dial that feels solid as well as upmarket, just like the heater controls. Plus, with fewer buttons and knobs to press now, the revised infotainment set-up spruces up the interior, but also makes it much easier to use.

Compared to the systems in German rivals, the Mazda's is still slightly less intuitive, but with more time in the car, we found it quickly became familiar to operate.

The 6 is £1,660 more expensive than the Passat, but you do get lots of standard kit for your money – to spec the VW up to the Mazda's level would mean taking a big dip into the options list. The Japanese saloon's equipment includes those 19-inch alloy wheels and LED headlamps, plus a reversing

**“Trying to compete against premium brands, Mazda has upped its game”**

camera, heated, electric front seats, an 11-speaker Bose stereo and climate control.

### Driving 4.3/5

**ON** the road is where the 6 really excels. Mazda has only enhanced the areas where the previous car was lacking, leaving alone those where it was already the class leader.

SkyActive technology also contributes to a thrilling drive. The stiff, lightweight chassis was designed to keep fuel economy high and CO<sub>2</sub> emissions low, but a neat benefit is that it makes the Mazda agile and responsive.

With its punchy 173bhp 2.2-litre turbodiesel engine, the 6 delivers rapid performance. It raced from 0-60mph half-a-second faster than the Passat, in 8.2 seconds, but in-gear pace was where the bigger unit really ruled the roost.

In fifth and sixth gears, the Mazda was 1.5 and 1.8 seconds faster respectively than the VW from 50-70mph. This margin is down to the 6's torque output – it kicks out a whopping 80Nm more than the Passat, at 420Nm, and feels rampant in the mid-range.

All the controls are weighty, with meaty, precise steering and a lovely, mechanical-feeling six-speed manual gearbox. And thanks to the smooth, refined diesel unit and firm yet supple ride, even on 19-inch wheels, the Mazda can munch miles with ease, as well as deliver enjoyment on twisty back roads.

### Ownership 4.2/5

**MAZDA** has an excellent reputation for dependability. The brand finished fifth for reliability in our Driver Power 2014 satisfaction survey, so we're sure owners won't have many problems with the 6.

It can't quite match the VW's tally of nine airbags, as it's fitted with six as standard. However, in isolation, our safety pack-equipped Sport Nav test car (featuring adaptive LED headlights, blind spot monitoring, rear cross traffic alert and the brand's smart city brake support system) had a glut of electronic systems to keep you safe.

The safety pack costs £800, although autonomous braking is standard on SE-L-spec models and above. It's this technology that contributes towards the 6's full, five-star Euro NCAP crash test rating.

### Running costs 4.2/5

**EVEN** though its fuel tank is four litres smaller, the 6 has a longer cruising range than the Passat, by 22 miles. We recorded economy of 51.0mpg on test, which is impressive given that the car has the bigger, more powerful engine here.

Although this means it'll cost you less in fuel than the VW over the course of a year, the 119g/km CO<sub>2</sub> emissions put the Mazda into a higher road tax bracket, while company car drivers will also have to pay more due to a Benefit in Kind rate of 19 per cent. This works out at £2,134 for higher-rate taxpayers, although the annual fuel saving should be bigger than the difference in company car tax.

### Exterior



### Styling

**SMALL** design changes have worked wonders for the fresh-faced Mazda, tidying up the fussy design for a smarter and more cohesive front end. Neat touches inside add up to make the 6 feel like a premium saloon



# Mazda 6

### Interior






**TESTERS' NOTES...**

"LED lamps on our top-spec Sport Nav version of the 6 give a distinctive light signature in the dark. The 19-inch, grey-finish alloys complete the understated yet sporty look."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR


**TESTERS' NOTES...**

"As good as the VW Passat is to drive, the Mazda 6 is faster and a lot more fun more of the time."

JAMES DISDALE  
ROAD TEST EDITOR



**CO<sub>2</sub>/tax**  
119g/km  
£30 or 19%



**Practicality**  
Boot (seats up/down)  
483/1,632 litres



**Performance**  
0-60/30-70mph  
8.2/7.4 seconds



**Braking**  
70-0/60-0/30-0mph  
48.9/36.8/8.9m



**Running costs**  
51.0mpg (on test)  
£72 fill-up



## Sat-nav

REVISED infotainment system is a massive improvement. Clear graphics feel upmarket

## Gearbox

SIX-speed manual is precise and accurate. Weighting is perfect and adds an extra level of involvement

## Practicality 3.8/5

ONE area where the revised 6 still can't compete with the Passat is boot space. The load bay trails by 103 litres, at 483 litres – but with the seats folded flat, it's actually more roomy, offering up to 1,632 litres.

Those rear seats are relatively easy to lower, though. Lift the bootlid, and you'll see two small black handles. Pull them, and the backrests will flop forward, although you have to push them down manually, which is an inconvenience. Space for rear passengers isn't as good in the Mazda, either – they'll feel more confined than in the VW.

Storage isn't as comprehensive as in the Passat, with smaller door bins designed to hold bottles upright. A deep, square cubby featuring two USB sockets is hidden beneath the centre armrest, and frees up a usable space for charging mobiles on the move.



# Road test

Mazda 6 vs Volkswagen Passat

**MODEL TESTED:** VW Passat 2.0 TDI SE Business  
**PRICE:** £25,135 **ENGINE:** 2.0-litre 4cyl, 148bhp

**AE** SINCE it was launched late last year, the Volkswagen Passat has led the way in the family saloon market. It brings all the refinement you'd expect from a premium brand, and here the popular SE Business trim comes under our microscope, as we wanted to see if the £25,135 model can keep clear daylight between itself and the revised Mazda 6.

## Styling 4.2/5

NOW in its eighth generation, the Passat is more upmarket than ever – and that's reflected in the way it looks. While the Mazda stands out with its swooping profile and big wheels, it's the bold, angular lines and solid surfaces that give this car its visual impact. A big VW badge takes pride of place on the low, wide grille, flanked by simple, swept-back headlight units. A lower grille with one single silver bar and extra cornering lights accentuate the car's low nose and front-end width, too.

There are sharp, defined creases running down the sides of the body and into the Passat's tail-lights, adding a touch of understated design flair. Apart from some delicate sculpting to the bottom of the doors, this is the only real design detail; while at the back, the squared-off boot features a few more creases and lines for extra visual tension. Volkswagen has put the emphasis on reserved style, rather than an in-your-face design.

It's a similar story inside, with the Passat's near-full-width air vent dominating the flat dashboard. There's a wide centre console that houses the 6.5-inch infotainment system, carried across from the Golf hatchback, while the climate control is also borrowed from elsewhere in the range.

That's no bad thing, though, as the VW's cabin feels expensive and a cut above even the Mazda's refreshed interior. There's lots of soft-touch plastic to improve refinement, and although the Passat isn't as well equipped as the 6, you do get some neat, premium touches – including a clever, hands-free boot release as part of the £510 keyless entry function.

In SE Business trim, most of the core equipment you'd really want is standard on the Volkswagen, including sat-nav, adaptive cruise control, front and rear parking sensors, air-conditioning and Bluetooth.

Our test car featured some pricey options – bumping the cost up from £25,135 to £30,250 – including larger, 18-inch alloys (£665), three-zone climate control (£590), VW's Dynamic Chassis Control and XDS diff lock at £700 and £185, as well as a £755 camera system giving a 360-degree view around the car. On top of a few more choice extras, such as the brand's £280 winter pack, which adds heated front seats and windscreen washer

**“Now in its eighth generation, the Passat is more upmarket than ever”**

jets, they reinforce the Passat's dominance as the most premium saloon in this class.

## Driving 4.2/5

VOLKSWAGEN'S family favourite can't quite match the 6 for ability or speed on the road – partly due to its smaller, less powerful engine – but it runs it pretty close. Using the versatile MQB platform that also underpins the Golf, the Passat feels advanced and sharp to drive.

Ride comfort is excellent, thanks to the optional Dynamic Chassis Control. It allows the driver to choose between Sport, Normal and Comfort modes for the suspension, but even in the firmest setting and with 18-inch alloys, the Passat shrugs off imperfections, absorbing hefty bumps with a compliant edge.

While there's a sporty weighting to the 6's controls, the VW's steering and gearchange are light, but this doesn't mean they're any less precise. Shifts are still snappy enough through the short, stubby gearlever, plus the car turns in with precision, holding a line with plenty of grip to lean on thanks to the optional XDS differential lock.

The Passat's clever party piece is to combine this agile streak with superb refinement. On a motorway cruise, the interior is whisper-quiet and, although the engine is more vocal than the Mazda's when revved, it settles down to a hushed murmur low down in the range.

## Ownership 4.0/5

DESPITE its premium image, Volkswagen didn't fare well for reliability in our Driver Power 2014 satisfaction survey. It came a lowly 26th out of 33 brands and recorded an even worse performance for dealer service, coming 32nd – only sister company SEAT's network finished lower.

As for safety, with nine airbags and plenty of tech to keep the car on the straight and narrow, the Passat scored a full, five-star rating when Euro NCAP crash tested it in 2014.

Our SE Business test car isn't short on safety kit. It came fitted with ESP, a driver fatigue monitor, Volkswagen's PreCrash and post collision braking systems, autonomous city braking and adaptive cruise control with front assist as standard.

## Running costs 4.3/5

WITH its smaller, less powerful engine, the VW emits less CO<sub>2</sub> than the Mazda, at 106g/km. This attracts a Benefit in Kind rate of 17 per cent, so even considering its higher list price, the Passat will actually cost company car drivers less – £81 if you're a higher-rate taxpayer and £40 for lower-rate earners.

Add that to the £10 cheaper road tax, more affordable servicing, lower insurance premiums for our sample driver and stronger residual values at nearly 46 per cent after three years from new, and the Passat becomes an even more attractive proposition.

## Exterior



# Volkswagen

## Interior







## TESTERS' NOTES...

"The Passat might be reserved when it comes to styling, but it's still great to drive, with a willing engine and fun chassis."

DEAN GIBSON  
DEPUTY ROAD TESTER

CO<sub>2</sub>/tax

106g/km  
£20 or 17%



## Practicality

Boot (seats up/down)  
586/1,152 litres



## Performance

0-60/30-70mph  
8.7/7.7 seconds



## Braking

70-0/60-0/30-0mph  
51.4/37.2/9.7m



## Running costs

46.4mpg (on test)  
£76 fill-up

## TESTERS' NOTES...

"VW didn't fare too well in our Driver Power 2014 satisfaction survey, but the Passat's build quality is excellent."

JAMES DISDALE  
ROAD TEST EDITOR



# en Passat



## Multimedia

STANDARD screen size is 6.5 inches, but you can upgrade to a larger 8.0-inch unit. VW online service is standard

## Seats

DRIVING position with standard, comfy cloth seat is adjustable, while leather is available as a £1,615 option

## Practicality 4.4/5

LIKE the 6, the Passat has handy levers in the boot to lower the rear seats, although here they fold down on their own. With over 100 litres more luggage space than in the Mazda, you'll probably have to use them less, so the fact that there's less space with them folded down than in the 6 shouldn't be much of a worry.

Even though both cars are saloons (the Mazda loses its usable edge having moved away from the hatchback bodystyle of its predecessor), the VW is more practical in terms of access, with a wider boot opening, bigger doors and a roomier cabin all-round. Other useful touches include big storage bins and a compartment underneath the centre armrest, which combine with the Passat's trademark, upmarket feel.



## Head-to-head Infotainment

EVEN though the Mazda has a new multimedia layout, it's still not quite as easy to use as Volkswagen's tried-and-tested touchscreen system.

The 6 now includes a parking camera (below) as standard, and everything's controlled by a rotary wheel behind the gearlever. It's undoubtedly a vast improvement over the old car, and tidies up the dash – making the cabin look far more slick and upmarket.



## Standard kit

BOTH these models get a decent level of kit as standard, making them appealing to business users. But while the Mazda has a higher list price, it offers much more kit; to bring the Passat up to a similar spec will make it nearly £2,000 more than the 6. VW options can be pricey; leather alone is £1,615.



## Boot space

IF you're heading on a big trip, the Passat is the more practical choice, as its luggage bay has a more usable shape. It also gets an electric tailgate with keyless opening (£510). If your hands are full with shopping bags, you can wave your foot under the rear bumper and open the boot.





# PAINT) (SHIELD

## Protect yourself from the Asteriod Belt

Generation 2 Self Healing Protection has Arrived.

Having brought the first Generation of Self Healing Film to the UK two years ago, our Technicians have added the latest Second Generation self healing Protective technology to our Inventory.

In your intergalactic travels protecting yourself from those micro meteor impacts has never been more important. We all know respraying your ship in some far off location is a bit of a pain, much better to not have to. Best of all though wear and tear from scratches picked up in your travels is very disconcerting to the Locals; abductions go much easier when you have a scratch free shiny ship when visiting Earth.

For the best paint protection in the Galaxy drop in to planet earth and contact our specialists on 01733 390777, or fire up the Intergalactic net and warp to [www.paintshield.co.uk](http://www.paintshield.co.uk) and they will get you protected and on your way in next to no time (theory of relativity applies).



# PAINT) (SHIELD

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# Figures

**VW Passat  
2.0 TDI (150)  
SE Business**

**Mazda 6  
2.2 175  
Sport Nav**


On-the-road price/total as tested	£25,135/£30,250	<b>RESIDUALS</b> VW is predicted to hold more of its value over three years. Plus, lower emissions mean it's cheaper for company drivers. Annual road tax is also lower, at £20.	£26,795/£28,315	<b>POWER</b> MAZDA'S bigger engine means more power and torque. This was evident during our in-gear acceleration tests, where the 6 felt extremely punchy.
Residual value (after 3yrs/30,000)	<b>£11,537/45.9%</b>		£11,286/42%	
Depreciation	£13,598		£15,509	
Annual tax liability std/higher rate	£1,027/£2,053		£1,067/£2,134	
Annual fuel cost (12k/20k miles)	£1,361/£2,268		£1,238/£2,063	
Ins. group/quote/road tax band/cost	19/£397/B/£20	<b>BIGGER BOOT</b> VAST boot makes the Passat hugely practical – it's the bigger of the two, with a 586-litre capacity. Plus, levers to fold the rear seats flat are accessible from the load area.	23/£371/C/£30	<b>WARRANTY</b> THREE-year warranty comes as standard on the 6, as do three years' roadside recovery. Mazda has an excellent reliability record, finishing eighth in our Driver Power 2014 satisfaction survey.
Cost of 1st/2nd/3rd service	£288 (2yrs)		£172/£233/£236	
Length/wheelbase	4,767/2,791mm		4,870/2,830mm	
Height/width	1,456/1,832mm		1,450/1,840mm	
Engine	4cyl in-line/1,968cc		4cyl in-line/2,191cc	
Peak power	148/3,600 bhp/rpm	<b>PERFORMANCE</b> PASSAT can't match the Mazda for pace due to its smaller, less powerful diesel. Still, it's quieter when cruising on the motorway.	<b>173/4,500 bhp/rpm</b>	<b>ECONOMY</b> THE Mazda was much closer to its claimed fuel economy than the VW. Plus, smaller tank but stronger fuel efficiency give the 6 the greater cruising range.
Peak torque	340/1,750 Nm/rpm		<b>420/2,000 Nm/rpm</b>	
Transmission	6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	66 litres/space saver		62 litres/sealant	
Boot capacity (seats up/down)	<b>586/1,152 litres</b>		483/1,632 litres	
Kerbweight/payload/towing weight	1,475/620/2,000kg	<b>OPTIONS</b> SE Business trim comes well equipped as standard, but if you want leather upholstery or an automatic box, both cost more than £1,600.	1,487/540/1,600kg	
Turning circle/drag coefficient	11.7 metres/N/A		11.8 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		<b>3yrs (60,000)/3yrs</b>	
Service intervals/UK dealers	Variable/223		12.5k miles (1yr)/170	
Driver Power manufacturer/dealer pos.	19th/31st		8th/12th	
Euro NCAP: Adult/child/ped./stars	85/87/66/5		92/77/66/5	
0-60/30-70mph	<b>8.7/7.7 seconds</b>		8.2/7.4 seconds	
30-50mph in 3rd/4th	3.5/6.1 seconds		3.2/4.7 seconds	
50-70mph in 5th/6th	7.5/10.2 seconds		6.0/8.4 seconds	
Top speed/rpm at 70mph	136mph/1,850rpm		139mph/2,000rpm	
Braking 70-0/60-0/30-0mph	51.4/37.2/9.7m		48.9/36.8/8.9m	
Noise levels outside/idle/30/70mph	67/54/57/64dB		68/55/65/73dB	
Auto Express econ (mpg/mpl)/range	46.4/10.2/674 miles		<b>51.0/11.2/696 miles</b>	
Govt urban/extra-urban/combined	60.1/78.5/70.6mpg		51.4/72.4/62.8mpg	
Govt urban/extra-urban/combined	13.2/17.3/15.5mpl		11.3/15.9/13.8mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	163/106g/km/17%		148/119g/km/19%	
Airbags/Isfix/park sensors/camera	Nine/yes/yes/£310		Six/yes/yes/yes	
Auto. box/stability/adap. cruise control	<b>£1,600/yes/yes</b>		£1,200/yes/no	
Climate control/leather/heated seats	<b>£590/£1,615/£280</b>		Yes/yes/yes	
Metallic paint/LED lights/keyless go	<b>£540/£705/yes</b>		<b>£540/no/yes</b>	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

AS the revised Mazda 6 has only just gone on sale, there aren't many deals around. The only official offer from Mazda UK is on the 148bhp top-spec Sport Nav diesel. It's quite an attractive one, though, with a £1,000 deposit contribution and zero per cent APR interest, based on 42 monthly payments of £420 and an optional balloon payment of £8,412.

If you want the higher-powered 173bhp model tested here, you'll have to look elsewhere. Car broker [buyacar.co.uk](http://buyacar.co.uk) is offering 19 per cent off the Sport Nav's list price, or a leasing deal at £308 per month for 36 months on a 10,000 miles per year contract.

Be warned, though; this is for the pre-facelift model. While there's no difference in performance, you don't get the improved interior layout. Keep an eye out for attractive offers on new, pre-facelift cars as dealers try to shift stock.

VW will give you £1,500 towards a Passat 2.0 TDI SE Business on finance, at 6.1 per cent APR. It'll also throw in servicing for £149 for those buying a Passat in this trim on Personal Contract Purchase.

## Results

### VOLKSWAGEN

**1st**  
THE Passat retains its crown as the biggest and best family saloon on the market, thanks to a mix of quality, usability, refinement and performance that's impossible to ignore. It can't match the Mazda's dynamics or fun factor, but it does come close. Plus, it offers competitive running costs for a premium product, a fair level of standard kit and an attractive price that's £1,660 cheaper than the 6's.



### MAZDA

**2nd**  
DESPITE its much-improved interior and more involving chassis, the refreshed 6 can't quite topple the Passat. It's still the best car in its class to drive, with plenty of performance and grip to call on, but it doesn't blend this with the level of practicality that the VW offers. Still, if you value driving enjoyment over space, you won't be disappointed with the revised Mazda.



In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## Family saloon range secrets

### Servicing costs

VW's fixed-price servicing costs £288 for two years and is great value for money. Mazda doesn't offer anything similar, meaning you'll have to pay for a check-up every year or 12,500 miles – costing an extra £117 in servicing over the first two years.

### Emissions

TO match the Passat's efficiency, you'll have to drop down to the 148bhp 2.2-litre 6. That's no bad thing, though, as it's just as powerful as the VW, and emits the same 106g/km of CO<sub>2</sub>. We found the 148bhp Mazda faster than the Passat in-gear.

## Worth considering...

### Ford Mondeo 2.0 TDCi

THE Mondeo might have lost its edge as a fun-to-drive five-seater, but it still has plenty to offer. The cabin has been vastly improved over the old model, and a big hatchback opening gives easy access to the 550-litre boot. It's also £1,640 cheaper than the Passat.



**What do you think?**  
Tell us about your car  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



## TESTERS' NOTES...

"I love the way the i3 has dared to be different. Its imaginatively designed interior boasts a feelgood factor few rivals at any price can match"

JAMES DISDALE  
ROAD TEST EDITOR



## Essentials

### BMW i3 Range Extender

**On fleet since:** September 2014

**Price new:** £29,130 (including £5,000 Plug-In Car Grant)

**Engine:** Electric motor 168bhp, plus 0.6-litre 2cyl generator

**CO<sub>2</sub>/tax:** 13g/km/£0

**Options:** 20-inch alloys (£1,080), DC Rapid charge kit (£560), Driving Assistant Plus (£790), sunroof (£780), enhanced Bluetooth (£350), Information Plus (£215), Harman Kardon audio (£640), Solar Orange metallic paint (£530), World Lodge trim (£1,500), Park Assist (£790)

**Insurance\*:** Group: 21 Quote: £383

**Mileage/mpg:** 7,499/165.1mpg

**Any problems?** None so far

\*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.

**DRIVING** There are two modes to choose from – Eco Pro and Comfort. Whichever you go for, the instantly available torque makes i3 fun to drive

Pete Gibson





# BMW i3

**THIRD REPORT** Great car... shame about the lousy dealer, though



**Mat Watson**  
Mat.Watson@dennis.co.uk  
@mat\_watson

**WE** love the BMW i3 here at Auto Express. And so we were very disappointed when we lost our innovative range extender for a month due to a fault not only with the car, but with BMW's dealer network.

You'd think the company would be pretty hot on looking after customers of its pioneering 'i' brand. After all, these people have been brave enough to invest a large amount of money in a relatively new technology. Surely BMW would pull out all the stops to make good any problem to ensure these customers keep faith with its cutting-edge kit? Er, no.

What happened when a sinister warning light appeared on our i3's display proves there's no point spending billions building a brilliant car like the i3 if the dealer service doesn't match the product's quality – you won't get repeat business or word of mouth recommendation.

That's why only selected BMW outlets are allowed to service 'i' vehicles – there's one not far from where I live. And I was confident I'd be in safe hands with Spire BMW Highgate in north London, having been treated well by its sales outlet when I charged the car a few weeks earlier. So I



**INTERIOR** Cabin is as cutting-edge as the exterior styling – but our man Watson was furious he wasted a month waiting for i3 to be repaired (left)

called the service department, explained the fault message on the display and was told it'd be able to deal with the problem.

First impressions were good. The service centre was as stylish as an Apple Store and there was free coffee dispensed by a posh machine. So I handed over the car keys, and then trotted off for a two-week holiday expecting the car to be fixed in time for my return.

While abroad I received an E-mail from Spire stating it didn't have the

equipment to repair the car, so would transfer it to another dealer. I was told everything was in hand. But it wasn't.

When I returned home, I found out the i3 hadn't been moved anywhere. Due to a 'miscommunication', it had been sat at Spire doing nothing. Needless to say, I was raging. And I was also upset Spire hadn't arranged for a courtesy car to keep me mobile until the i3 was fixed. Instead, I had to beg for one, which turned out to be an entry-level MINI – and I was told I was "very lucky" to get this, as there's usually a waiting list for loan vehicles.

On the contrary, I felt rather unlucky that the i3 had suffered issues after only 7,000 miles, and that after two weeks no one had bothered to get round to fixing it. Over the following days I kept chasing Spire for progress, but got nowhere.

Eventually I gave up. Finally, four weeks after first taking the car in, I got the call I was waiting for. The i3 was ready!

Sadly, the disappointment didn't end there. While the i3 had been cleaned, the battery hadn't been fully charged and the fuel tank was almost empty – whereas it was almost full when I handed it over.

It was the same story with the MINI. I returned it with three-quarters of a tank, while it was only a third full when I took it. So I asked Spire for a refund. The service exec said he'd look into this, plus explain the problem with the i3. But he never got back to me, even after I chased him twice.

Only when I went to the top did I get a response, from an apologetic Spire MD, Darren Guiver, who said: "We have now owned the business for 12 months and are working hard to turn around a long-standing culture. Our ambition at Spire is to deliver exceptional service at all levels." Until that happens, it's five stars for the car, but just one for the dealer...

**MY RATING** ★★★★★

**"While I was abroad, Spire BMW said that everything was in hand – but it wasn't"**



## Performance

0-60/30-70mph  
7.2/6.5 seconds



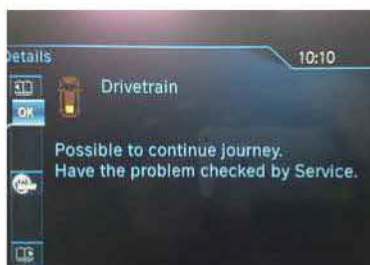
## Practicality

Boot (seats up/down)  
260/1,100 litres



## CO<sub>2</sub>/tax

13g/km  
EO or 5%



**COURTESY CAR** Our man had to plead for use of a car – and was told he was 'lucky' that he was given an entry-level MINI

**WARNING ALERT** Message appeared on screen, but it took a month to sort problem, and we still don't know what was wrong





**GOOD & BAD POINTS...**

"You can now pick up big discounts on this Superb, making it excellent value. But you'll have to be happy driving a car that will soon look out of date – and it was never the most stylish model anyway"



# Skoda Superb Estate

**FINAL REPORT** Launch of new model means some top deals on our car



**Graham Hope**

Graham\_Hope@dennis.co.uk

**AE** OUR time with the Skoda Superb Estate is drawing to a close – and time is also up for the model itself.

As you'll have seen in Issue 1,358 – and I saw myself at the recent Geneva Motor Show – there's an all-new model on the way, and very smart it is, too.

With a handsome new look and some advanced tech, it promises to be a significant step forward for the Superb.

But its arrival later this year in the UK means that there will be deals to be had on the outgoing car, which is still a pretty convincing package in its own right. We're running an Outdoor, and supply of that model is now limited. But there are still slightly more upmarket Outdoor Plus models available.

It comes with a list price of £30,240, but after a bit of scouting around, I found some models available with discounts of around £5,000 – £24,993 was the cheapest on offer at the time of going to press.

So what do you get for your money? A really well built estate with a punchy 2.0-litre diesel engine, smooth-shifting

DSG gearbox, four-wheel drive – and acres of space. It was only recently, in fact, that I fully appreciated just how roomy the Superb is in the back seats.

Generally my children sit there, but on an airport run to pick up friends, the kids were left at granny's and I sat in the back and let my wife take the wheel. Even for a six-footer like me there was loads of legroom and decent headroom – you'll struggle to find anything at this price that's quite so vast.

Another recent first was taking the Superb along some rather muddy, bumpy country lanes to visit friends. For most of its time with me, KY14 AXD has encountered little more challenging than speed bumps and heavy traffic on the streets of south London.

But the four-wheel drive proved its worth, dispatching the tricky tracks with ease – a second feather in its cap after it proved suitably reassuring in some particularly difficult icy conditions in late December.

The Superb also boasts an array of the sort of Simply Clever features that Skoda has made its trademark, including the clip for parking tickets in

the front windscreen. I've found this particularly handy for slipping temporary notes in when I've had to nip out of the car unexpectedly.

There's no shortage of 12V charging points, either – in the front and rear, as well as in the boot – while a temporary space saver spare wheel is a worthwhile addition at £100.

However, if you value a car's tech highly, the ageing Superb may not fully convince. There's nothing inherently wrong with what it offers, but this area of the market moves so quickly that it feels some way short of the cutting-edge kit available elsewhere.

So, what's the verdict? Would I recommend splashing out on this ageing but impressive family wagon? If you're the kind of person who values a great deal rather than high fashion, you should certainly consider it. £25,000 is a decent price for such a competent, robust all-rounder.

But if you could nudge that discount down even further to around £24k, I'd say you'd got yourself a brilliant bargain.

**MY RATING** ★★★★★☆





## Essentials

### Skoda Superb Estate 2.0 TDI 170 4x4 Outdoor\*

**On fleet since:** November 2014

**Price new:** £30,240

**Engine:** 2.0-litre 4cyl, 168bhp

**CO<sub>2</sub>/tax:** 149g/km/£145

**Options:** Temporary space saver spare wheel (£100), Bi-Xenon, AFS and LED daytime running lights (£1,150), MDI (multi-device interface, £185), Petrol Blue metallic paint (£535)

**Insurance\*\*:** Group: 25 Quote: £428

**Mileage/mpg:** 9,654/32.7mpg

**Any problems?** None so far

\*Price for Outdoor Plus model.  
\*\*Insurance quote provided by AA  
(0800 107 0680) for a 42-year-old living  
in Banbury, Oxon, with three points.



#### PRACTICALITY

This is undoubtedly the Superb's trump card. There's plenty of headroom and legroom in the rear, and the new model promises to be even more generous in this respect



#### STORAGE

Cup-holders beside driver have actually proven a useful place to keep essentials like bank cards and mobile

Otis Clay



**CO<sub>2</sub>/tax**

149g/km  
£145 or 25%



**Practicality**

Boot (seats up/down)  
633/1,865 litres



**Running costs**

32.7mpg (on test)  
£68 fill-up

#### TESTERS' NOTES...

"The Superb lacks the hi-tech equipment of more modern rivals, but it's a robust, comfortable, refined and spacious car."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



We studied new model at Geneva (above). Outgoing car remains comfortable to drive



**TICKET CLIP** This works well if you have to leave a note at short notice, and don't have anything to stick it with



**OFF-ROAD ABILITY** You wouldn't want to venture too far off the beaten track, but 4WD Superb can handle muddy paths and trails with ease

## Fleetwatch



### Fiat Panda Cross

UNTIL now, our rugged Fiat Panda Cross has impressed with its robust construction and trouble-free running. However, road tester Lesley Harris recently noticed the graphite grey metallic paint finish starting to flake off one of the alloys, revealing the grey primer beneath.

You'd maybe expect this on a car that's five years old, but not one that's been on the road for only six months. Our Fiat has been driven off-road, so it could be that the paint has been damaged by some hidden obstacle. Either way, Lesley will get a dealer to investigate in the coming weeks.

Happily, this hasn't taken the shine off the rest of the car. Thanks to its characterful engine, punchy performance and nimble handling, demand for the keys to the Panda Cross is always strong.

### Our fleet

**Audi TT**

Issue 1,359

**BMW i3**

Issues 1,338, 1,353

**Dacia Duster**

Issues 1,305, 1,315, 1,330, 1,339

**Fiat Panda Cross**

Issue 1,359

**Hyundai i10**

Issues 1,332, 1,338, 1,348, 1,357

**Jaguar F-Type**

Issues 1,307, 1,319, 1,329, 1,344, 1,355

**Kia Soul EV**

Issues 1,350, 1,360

**Lexus IS 300h**

Issues 1,312, 1,320, 1,329, 1,340, 1,355

**Mazda 3**

Issues 1,311, 1,334, 1,345, 1,357

**MINI Cooper D 5dr**

Issues 1,346, 1,352, 1,360

**Peugeot 308 SW**

Issues 1,342, 1,356

**Range Rover Sport**

Issue 1,356

**SEAT Leon SC Cupra**

Issue 1,353

**Skoda Superb Estate**

Issues 1,347, 1,358

**Suzuki Swift**

Issue 1,358

**Vauxhall Corsa**

Issues 1,354, 1,361

**Volkswagen Golf GTI**

Iss. 1,320, 1,332, 1,341, 1,352

### SEAT Leon SC Cupra

DEPUTY news editor Richard Ingram was excited by the prospect of driving just over 500 miles in our Leon Cupra.

Rich was one of the last members of staff to take the hot hatch for a spin after it arrived on our fleet, but after a few motorway miles, the 19-inch wheels were sending an intrusive roar into the cabin, meaning a noisy round trip to Devon.

Still, as our man found on the twisting tarmac of deserted Dartmoor, the low-profile rubber is perfect for challenging country roads – few hot hatches are as fast or engaging as the Cupra.



We've told you about our cars  
Now tell us about yours  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



# Marketplace

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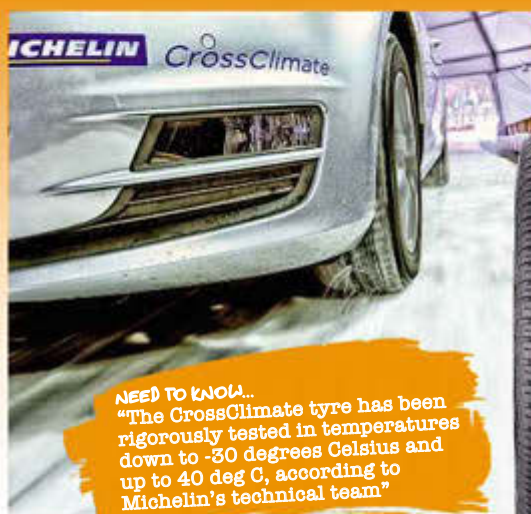
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## THIS WEEK'S HOT KIT

**NEED TO KNOW...**  
"The CrossClimate tyre has been rigorously tested in temperatures down to -30 degrees Celsius and up to 40 deg C, according to Michelin's technical team"



**PRICE TBA**

# Tyre for all seasons

**NEW PRODUCT**

## Michelin CrossClimate tyre

Price: TBA

Contact: [www.michelin.co.uk](http://www.michelin.co.uk)

**AE** MICHELIN has released a tyre to take on the raft of all-season solutions recently launched by premium rivals. However, it's calling the new CrossClimate a summer tyre with winter capabilities, rather than an all-weather option.

In fact, the company claims it's the only tyre to combine the benefits of summer and winter tyres in one. Not only does it promise short braking distances in the dry, it's also earned the top A rating for wet braking in European tyre labels and carries the 3-Peak Mountain with Snow Flake (3PMSF) symbol on the sidewall. The latter means the CrossClimate can

be used in all seasons – even in countries that force drivers to run winter tyres during the coldest months of the year.

Unsurprisingly, Michelin says the new tyre is aimed at the 65 per cent of European motorists who don't switch tyres, and use summer designs all year round. And while the brand recommends those who demand performance in all weathers switch between summer and winter tyres as the seasons dictate, the CrossClimate is perfect for city cars or drivers who don't rack up big miles.

The launch range reflects this, with Michelin initially releasing 23 sizes, for 15 to 17-inch wheels – ideal for urban runabouts and small family hatchbacks. More will follow next year.

The CrossClimate will be on sale from 1 May, so we don't have a price yet, but the range is set to fall in between summer and winter brackets.



## Henry Willis

**Got a query?**

Henry\_Willis@dennis.co.uk  
@WineryHills

**Q**

### How do I test 12V socket?

I THINK my car's 12V lighter socket has stopped working, as gadgets lose power while I'm driving. Where do I start in checking if there is a fault, without having to pay for visiting a mechanic?  
**Sean Hexford, E-mail**

**A**

THERE'S no cheap way to check, but a voltmeter will quickly tell if there's current coming to the socket. A favourite of ours is the Gunson 77038 ([gunson.co.uk](http://gunson.co.uk)) – at £62.06 RRP, it's less than dealer labour rates, and will be useful for other jobs on your car. The socket will have positive and negative points to touch to test for power flow – if this is defective, you'll need to replace the unit.

**Q**

### Stopping clay bar scratches

AFTER dropping a clay bar on a clean-looking floor, I continued using it, but it scratched my car. How else can I prep my bodywork for waxing?  
**Sam Andrews, E-mail**

**A**

IF a clay bar has been on the floor, always throw it away. Before using one, it's worth breaking it up into smaller pieces so you still have bits left over even if you do drop chunks. If this makes the job seem fiddly and puts you off, consider a clay mitt. You still need to be careful not to drop this, but it's easier to control, with clay on one side of the mitt. We rate the Farécla G3 Professional Body Prep Clay Mitt highly, and it has an RRP of £12.99. See [www.g3pro.com](http://www.g3pro.com).

# Classic Porsches get sat-nav

**NEW PRODUCT**

## Porsche Classic Radio Navigation System

RRP: 1,184 Euros (approx. £860)

Contact: [www.porsche.com/uk](http://www.porsche.com/uk)



Unit with sat-nav and hands-free fits in Porsche's single-DIN

OWNERS of classic Porsches can now give their cars a modern upgrade without compromising on the retro look of the dash. The new Classic Radio Navigation System is a vintage-style stereo that fits most of the brand's older models.

It suits all models featuring a single-DIN stereo space, and packs sat-nav, ports for music playback from MP3 players and iPods, and hands-free calling – just like Porsches sold today. And all in a package with a period look.

The unit still has the basics, like FM and AM radio, but what stands out is how easy it is to

operate. The 3.5-inch touchscreen is simple to use, as is the series of buttons and knobs that gives nods to Porsche-designed stereos of old.

All maps for the sat-nav, which displays routes in 2D and 3D with voice prompts, are stored on the included 8GB memory card, which Porsche claims is easy to update. An additional 4GB card is bundled for media storage. On sale now, the stereo includes all the hardware for plugging in music players and setting up hands-free calling.

## TOP TIPS

### Upgrade your stereo



YOU don't have to spend £860 on the Porsche-specific head unit (left) to upgrade your stereo, as there are some bargains out there. The Kenwood KMM-BT34 won our Issue 1,321 group test, and for £69.99 RRP, it can do most of what the Porsche unit can, although there's no sat-nav. Log on to [www.kenwood-electronics.co.uk](http://www.kenwood-electronics.co.uk) for details.



**NEED TO KNOW...**  
"LaFerrari is joined by similar LEGO kit versions of the Porsche 918 Spyder, Ferrari 488 Italia GT2 and McLaren P1, all at £12.99"



**PRICE £12.99**

## LEGO LaFerrari races in

### FIRST TEST

#### LEGO LaFerrari model

RRP: £12.99 Rating: ★★★★★

Contact: 0800 5346 1111, [shop.lego.com](http://shop.lego.com)

**Henry Willis**

WE'VE been keen to try building one of the LEGO Speed Champions cars since we reported on the new range a few weeks ago in Issue 1,359.

The toy manufacturer has teamed up with Ferrari, McLaren and Porsche to bring out a selection of licensed cars, all with a strong racing theme – and we got hold of one of the cheapest models, a replica LaFerrari.

The Ferrari LEGO car isn't exactly big – it's around 14cm long – but that means it's easy to put together. We

finished it within a couple of hours. Keen model builders will be left wanting more, but the instructions proved easy to follow and all the parts connected together logically.

It also comes with a couple of custom accessories, displaying LEGO's typical attention to detail, in the form of a traffic light system – to simulate the start line on a race track – and a driver in a Ferrari race suit, complete with a wrench.

Once we'd put the final touches to our car, such as the official Ferrari badge stickers, as well as the imitation headlights and exhaust pipes, we were impressed with how it looked given that it's made from blocky LEGO.

From head-on, the LaFerrari's curves seem to have been lost in

the translation to LEGO bricks, although you can still see the resemblance to the revolutionary Italian hybrid supercar. But it looks great from the back, as the lines here are recreated faithfully.

The removable clear windscreen is a clever detail, while the electronic instruments for which Ferrari's hybrid is famous add a realistic effect.

It's clear that LEGO has invested a lot of time and money in designing the Speed Champions series. Yet we think these models still represent brilliant value for money, as our kit has an RRP of only £12.99 – a bargain for a LEGO product officially licensed by Ferrari. Add other cars in the range, and you could build up an impressive collection of model racers.

## news, deals & events

### Easy repairs for chips and cracks

HALFORDS believes that repairing small chips on your windscreen glass shouldn't be an expensive process and that there's no need to involve your insurer.

The chain store now stocks the Rain-X Windscreen Repair Kit (above), which allows drivers to fill in minor cracks when they first appear to stop them worsening.

See [halfords.com](http://halfords.com) for further information on the product, which is priced at £9.99.



### New misfuelling insurance policy

AUTO Fuel Fix has launched Fuel Protect, a £20-per-year insurance scheme that covers drivers for repair costs should they accidentally fill up with the wrong fuel. The company says around 150,000 drivers in Britain make the mistake annually.

The scheme covers up to two misfuelling claims a year, with a £50 excess, and more details can be found at [www.fuelprotect.net](http://www.fuelprotect.net).

### Car restorers meet at the NEC

THE NEC Restoration Show takes place next weekend (28-29 March) in Birmingham for any budding classic car owners who fancy getting their hands dirty, or for those who already own vintage cars.

Around 500 models will be on display, from rusty barn finds to priceless, restored concours display vehicles. There's also a live restoration stage and special guests from the industry attending. See [necrestorationshow.com](http://necrestorationshow.com) for event and ticket information.

Know an event coming soon?  
Contact [Henry\\_Willis@dennis.co.uk](mailto:Henry_Willis@dennis.co.uk)

## Specialist car care kit cleans up

### NEW PRODUCT

#### Nanolex cleaning products

RRP: From £12.95 (Nano One 100ml)

Contact: 0333 800 8004, [www.theultimatefinish.co.uk](http://www.theultimatefinish.co.uk)

CAR care company Nanolex has recently expanded its specialist range of cleaning products. It now includes a shampoo, pre-cleaner, sealant and interior cleaner. There's also a solution intended for extending the life of microfibre products like towels and polishing pads.

Nanolex claims the Pure Shampoo is a mild solution that's safe to use on wax and polishes, but is still tough on grime. It's sold in 500ml, one-litre and five-litre bottles, priced at £14.95, £21.95 or £79.95 respectively.

A Pre-Clean Concentrate for use after washing a car, but before applying wax or polish, comes in one-litre or five-litre packs, at £16.95 or £34.95. Nanolex also sells its One sealant, which it claims is a durable protectant that's easy to apply, while it says the Interior Cleaner is safe for use on all surfaces. Lastly, the Microfibre Wash can be used for cleaning ultra-fine material cloths.

**PRICE FROM £12.95**



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## Mini test

### NEW PRODUCT

#### Carrera Intercity

Best price: £349.99

Contact: 0345 504 5353, [www.halfords.com](http://www.halfords.com)

THE Carrera Intercity has more folding points than the Mezzo, so we wondered if it'd go down into a more compact size – smaller is better for storing in a car boot – but it remained quite bulky. Folding also took longer initially, although it gets easier.

Yet what impressed us most about the Intercity is its ride – its relatively sturdy build ensures that smaller road bumps are absorbed by the frame and it's not uncomfortable over long distances. Its eight Shimano gears distribute power well and it's easy to accelerate quickly and maintain speed on busy roads.

Practical touches include a pannier rack, for carrying bags and cargo, plus mudguards and protection to stop clothing getting trapped in moving parts. And at more than half the price of the Mezzo, the Carrera is a fine budget choice.

Rating: ★★★★★



PRICE £349.99

#### NEED TO KNOW...

"Halfords claims the Carrera can fold down to 74x70x40cm. We still found it a little cumbersome compared to the Mezzo, though"

## Which bicycle for the boot's a fold winner?

**AE** Henry Willis

FOLDING bikes allow drivers to park and ride and beat urban jams. Simply leave your car on the edge of town, unfold the bike from the boot and pedal past the traffic on two wheels.

We haven't tested any cycles for a while, so were keen to try one of the latest – the Carrera Intercity – against our Issue 1,267 Best Buy, the Mezzo D9 Curve. Prices

were taken from various sources as we went to press, and we looked for quick, easy folding. The more compact the bikes are, the easier they are to fit in a boot. On the road, a sturdy, comfortable ride was key, too.

The Carrera is a well built yet nimble jam buster, but the Mezzo still has the edge as a lightweight and compact all-rounder – even if it is more than twice the price.

**"The more compact these bikes were the better, to fit in the car's boot"**

### PREVIOUS TEST WINNER

#### Mezzo D9 Curve

Best price: £825

Contact: 01424 753566, [www.atb-sales.co.uk](http://www.atb-sales.co.uk)

SLEEK and slender Mezzo folds easily into a tiny size that's simple to carry and store. Unlike the Carrera, it doesn't fold in the middle; instead, adjoining forks and smaller parts fold back on themselves, making for a tidy and compact package.

On the road, the Mezzo does feel less robust than the Intercity, but this doesn't detract from its overall quality. The bike zips along at a canter, aided by the nine-speed SRAM gearing system that helps it up to pace.

It benefits from the same practical add-ons as the Carrera, like mudguards and a rack. It's twice the price, but we think it's worth it for the smoother ride, plus easier folding and storage.

Rating: ★★★★★



PRICE £825

#### NEED TO KNOW...

"The Mezzo folds down quickly and intuitively. Setting the bike back up to ride, you secure it with a satisfying click on every hinge"

## books, apps & games



### The Morgan 3 Wheeler

Peter Dron (Veloce Publishing, [www.veloce.co.uk](http://www.veloce.co.uk))

Price: £40 (hardback) Rating: ★★★★★

WACKY three-wheeled Morgan is heralded by petrolheads for delivering a one-of-a-kind driving experience, and has an interesting background as much as a unique share of the market. This book looks in depth at its newest model, launched in 2011, as well as Morgan's roots. The info is presented well, but some might find the technical detail a bit heavy.



### Details: Legendary Sports Cars Up Close

Wilfried Muller (McKlein Publishing, [www.mcklein.de](http://www.mcklein.de))

Price: €99.90 (hardback) Rating: ★★★★★

SOME of the most celebrated racing cars were produced in the sixties, including the Ferrari 330 P4, Ford GT40 and Porsche 917. And 60 of the best are highlighted in this book, written in English and German, with great action shots, technical detail and inside stories. The book is absolutely huge, so it's expensive, but it's a must-read for race fans.



### Crazy Taxi City Rush

Available for: iOS, Android

Price: Free Rating: ★★★★★

ONE of our favourite handheld racing games has been given a Hot Wheels twist. In version 1.6.0 of Crazy Taxi City Rush, players can take control of tricked, branded Hot Wheels cars in a whole host of new challenges. Gameplay is as good as ever, with a thrilling career mode and more.



## App of the week



### The AA

Available for: iOS, Android

Price: Free Rating: ★★★★★

UPDATED app is handy for AA members, allowing them to track patrols on the way to a call-out. A parking timer has also been added to the list of features, which already includes live traffic info and fuel prices. But you have to pay to use the app's best bits.





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# HANDS-FREE KITS

Which of 12 best keeps you connected to your phone on the move?

## PRODUCT GROUP TEST 18 | 3 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.

**Henry Willis**

IF you want to stay connected to your phone on the move, you have to abide by the law. Hands-free kits, in earpiece or visor-mount form, enable drivers to safely make and receive calls behind the wheel.

Using your phone while driving without hands-free hardware could land you with penalty points on your licence, a fine, or worse, as distractions can easily lead to accidents. For a small outlay, these Bluetooth kits can keep you on the right side of the law when using your phone. We hooked up 12 to find the best.

### EARPIECES



#### Jabra MOTION

Best price: £70

Contact: 0800 032 7026, [www.jabra.co.uk](http://www.jabra.co.uk)



**BEST BUY** HAVING topped last year's earpiece test for the first time, the Jabra MOTION scoops another victory, as it's still the best on the market and feels solid. We love its sturdy and comfortable hold in the ear – although it's big, it's still a nice, snug fit. The large mic boom ensures that top-quality audio is captured, and this ranks as the best for delivering first-rate sound and cancelling out background noise.

Rating: ★★★★★



#### Jawbone ERA

Best price: £79.99 (without charging cradle)

Contact: 020 3027 2094, [www.jawbone.com](http://www.jawbone.com)



**RECOMMENDED** IT might be small and dinky, but the Jawbone ERA delivers just as clear audio as its peers with huge boom mics. Owing to its compact size, the unit is comfortable to wear – you'll forget you have it in after a while. The maker claims that it cancels background noise as it only picks up voices based on movement in the user's jawbone, hence the name. We liked the neat charging cradle, but this costs extra.

Rating: ★★★★★



#### Plantronics Voyager Legend

Best price: £54.66

Contact: 0800 410014, [www.plantronics.com/uk](http://www.plantronics.com/uk)



**RECOMMENDED** ALTHOUGH it may have slipped a place compared to last year's test, losing out to the Jawbone, the Voyager Legend remains an excellent earpiece. Much like the test-winning MOTION, its big microphone arm ensures that excellent sound quality is picked up, even in noisy surroundings. Easy operation helps this secure third place, but it's not the comfiest, which prevents it from scoring higher.

Rating: ★★★★★



#### Plantronics Voyager Edge

Best price: £59.99

Contact: 0800 410014, [www.plantronics.com/uk](http://www.plantronics.com/uk)

THE Voyager Edge's big brother, the Legend, impressed with its big boom, and this scaled-down version is almost as good on that front. Sound quality is great for such a small unit, too, as it delivers and picks up audio smoothly. The reduction in size makes it a fiddly fit, though, even when kitted out with the optional loop that goes around the ear. Plus, comfort is compromised after prolonged use. Still, the bundled charging cradle is neat.

Rating: ★★★



#### Plantronics ML18

Best price: £14.95

Contact: 0800 410014, [www.plantronics.com/uk](http://www.plantronics.com/uk)

THE Plantronics ML18 kit is wonderfully cheap to buy, but the way it goes about its business wouldn't suggest as much, as it ranks only behind the Jawbone ERA for compact earpiece performance. It's simple yet effective, providing fair-quality audio. The ML18's delivery of voice calls isn't compromised by its small size, either. It gets the basics right – you can connect two phones, plus it's comfortable and easy to use – so this package is great value for money.

Rating: ★★★



#### Sony MBH20

Best price: £11.99

Contact: [www.amazon.co.uk](http://www.amazon.co.uk)

WE can't really fault the Sony unit, but it doesn't go out of its way to impress, either. A basic kit, it draws comparisons with the Plantronics ML18 in being a simple solution that will be fine for drivers unconcerned about performance. The MBH20 delivers voice from the phone to other callers well enough, although sound quality from its built-in speaker isn't as good as rivals'. There's no reason to complain based on the price, though.

Rating: ★★★





## How we tested them

SETTING up a connection between phone and hands-free kit was the first test, with the most user-friendly scoring best. Those that can connect to more than one phone impressed, while we mainly looked for ease of use. Audio quality was also key. Earpieces had to be comfortable and visor kits simple to fit. Price was the final factor, taken from a range of sources as we went to press.



## Verdict

JABRA'S MOTION remains the best earpiece, while the Jawbone ERA impresses on its test debut. Plantronics scoops a second visor mount win with the K100, ahead of the Parrot Minikit Neo 2 HD.

### Earpieces

1. Jabra MOTION
2. Jawbone ERA

### Visor mounts

1. Plantronics K100
2. Parrot Minikit Neo 2 HD

## VISOR MOUNTS



### Plantronics K100

**Best price:** £31.94

**Contact:** 0800 410014, [www.plantronics.com/uk](http://www.plantronics.com/uk)



**BEST BUY** THE K100 is still our top pick for hands-free visor kits, and scoops the Best Buy accolade for the second year in a row. We like the fact that it can relay audio via an FM channel, so incoming conversations can be heard over most stereo systems. This function works, too, and the kit is easy to use with prompt, voice-led controls. Plus, it offers very good value for money.

**Rating:** ★★★★★



### Parrot Minikit Neo 2 HD

**Best price:** £59.99

**Contact:** [www.parrot.com/uk](http://www.parrot.com/uk)



**RECOMMENDED** AN update of the highly rated Minikit Neo, this new unit better its predecessor, although it can't surpass the Plantronics K100 as an all-round package. Audio quality has been improved, and the change is notable as voices over the speaker are crisper and clearer. It's still not the easiest kit to operate, but the free app that alters settings is a great help.

**Rating:** ★★★★★



### Jabra STORM

**Best price:** £41.99

**Contact:** 0800 032 7026, [www.jabra.com](http://www.jabra.com)

MADE of springy rubber, the STORM coils around the user's ear for a comfortable fit left or right – and even after continuous hours of use, we didn't find it painful to wear at all. Operating the Jabra is a breeze, too, plus it features NFC technology for quick pairing – although this wasn't as straightforward to use as we hoped. Audio quality isn't the best, either, but it remains a top premium option for a relatively low price.

**Rating:** ★★★★★



### Supertooth HD Voice

**Best price:** £41.99

**Contact:** [www.supertooth.net](http://www.supertooth.net)

WE felt hampered by the Supertooth HD Voice's tricky menu navigation in our Issue 1,308 group test, and it's the same story this time. Usefully for iPhone owners, it has support for Siri, Apple's voice control set-up, although users of other smartphones may struggle to get to grips with this as quickly as rival systems. Clever mounting options gave it a boost, but the average sound quality left us wanting more.

**Rating:** ★★★



### Olixar Clip & Talk

**Best price:** £19.99

**Contact:** 0844 249 5060

ALTHOUGH it's basic in its design, the Olixar kit delivers fair performance without fuss for a good price. It lacks the refinement of rivals here, but remains functional and serves its purpose. Connecting two phones at once wasn't a problem, yet some of the menu navigation was clunky. It picked up more background noise than all of the others, too, while the speaker wasn't the best quality. Still, it's a solid, cheap pick.

**Rating:** ★★★



### Jabra STEALTH

**Best price:** £46.79

**Contact:** 0800 032 7026, [www.jabra.com](http://www.jabra.com)

SMALLEST of the three Jabra earpiece units tested here, the STEALTH is a compact option that's still geared with many of the features its big-scoring brothers share. It delivers on its promise of picking up high-quality audio, as sound quality is generally very good – yet still not quite as clear as the top-ranking kits here. Plus, we found this Jabra unit became uncomfortable after only a few hours in the ear, and it's pricey compared to like-for-like rivals.

**Rating:** ★★★





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Seashell Leather, Teak Decking ... £169,995**Rolls-Royce Silver Cloud MK2**Factory Convertible, LHD, 1962, FSH  
59,000miles, Charcoal metallic ... £475,000**Rolls-Royce Corniche**2000, 18,200miles, Amethyst Blue Metallic,  
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From ..... £28,999**Bentley Continental GT V8**2013, 9,000miles, Glacier White with Black  
Leather, R/Cam, Power Boot ..... £104,999**Bentley Mulsanne**2011, 7,000miles, Tungsten Grey with Linen  
Adaptive Cruise, Naim Sound ..... £119,999

Rolls-Royce Phantom LHD, 2007/07, 40,000miles, Black with Black leather ..... £110,000  
 Aston Martin V8 Vantage Convertible, 2012, 15,900miles, Onyx Black/Black hide, B&O sound, huge spec.... £66,999  
 Aston Martin DB9 Volante, 2006, 27,000miles, Black with Black leather and red calipers ..... £42,999  
 Bentley Continental GT, Choice of motorcars in stock, from ..... £34,999  
 Bentley Arnage, Choice of four motorcars in stock, from ..... £23,999  
 Bentley Continental GTC V8 Mulliner, 2013, 7,000miles, Black/ Linen, neck warmer, power boot, big spec .. £117,999  
 Range Rover Vogue Autobiography 5.0l supercharged, Nara Bronze with Biege leather 22" wheels ..... £89,999

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## Kia Picanto Mk2

**YOU TELL US...** It's affordable to run and easy to drive

**54<sup>th</sup>  
PLACE**

### 2014 Results Picanto Factfile

**Years:** 2011 to date **CO<sub>2</sub>:** 99g/km

**Fuel economy:** 67mpg (1.0 2.5dr)

**Best features:** Auto air-con, privacy glass, stop-start, Bluetooth, reversing sensors

**Prices:** From £3,995

#### OVERALL SCORE

**87.91%**

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1
RELIABILITY							57
BUILD QUALITY							72
RUNNING COSTS							9
PERFORMANCE							146
ROAD HANDLING							116
RIDE QUALITY							130
EASE OF DRIVING							43
SEAT COMFORT							57
PRACTICALITY							122
IN-CAR TECH							68

#### GOOD

"SERVICING is very reasonable and spare parts are competitively priced."

"It's cheap to run, insure and tax. The perfect city car."

"Groundbreaking seven-year warranty and cheap servicing costs are doing me well."

"Excellent level of standard kit for such a low price."

"It does everything required from a small car without any fuss."

"It's a very good and cheap to run car."

#### NOT SO GOOD

"A COLD start problem required an ECU remap via software download at the dealer."

"Disappointed with overall performance and fuel economy."

"The windows rattle when partially open and the suspension is clunky on rough roads."

"Underpowered and fuel economy is far from the maker's claims."

"It has a cheap plastic interior and low-quality seat coverings."

"Automatic windows are not very good."



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Tell us what you think  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



**Joe  
Finnerty**

**Got any car queries?**

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

### Q Warranty double standard

THE EGR valves on my 2011 VW Golf failed and were replaced under warranty. My dealer told me they're only covered until the warranty ends. If I'd paid for the repair myself I'd get a warranty on the work done. Is this fair?  
**Som Sarkar, E-mail**

**A** *THIS is a common complaint, but it's the way that most manufacturers operate. There's no foul play here or indication VW doesn't trust its own repairs. It may not be entirely fair, but it's the system that the industry uses.*

### Q DIY daytime light fitting

I THOUGHT daytime running lights (DRLs) had to be fitted by law to new cars after 2011. I've just bought a Suzuki Kizashi, first registered in January 2012, that doesn't have them. Can I retro-fit a set instead?  
**Terry Peace, E-mail**

**A** *IT'S only models that went through European whole vehicle type approval after February 2011 that need DRLs, so your Kizashi was most likely tested before that. Self-fitting kits are available from the likes of Ring – but check that they are compatible first.*

### Q Will plate scan reveal ban?

I'M just finishing a driving ban and I know police can scan number plates to check for MoT and insurance. But if they scan my plates, will it show details of my driving ban? Am I more likely to be stopped as a result?  
**Jacek Twardowski, E-mail**

**A** *NUMBER plate scanning will bring up basic driver details of the registered keeper – things like name and address. It won't reveal any points or history of bans. For this, police would need to do further checks if they had suspicions about the car. With that in mind, it's unlikely you'll be stopped more often.*

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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**Warrantywise**

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!





# BUYER'S GUIDE: Volvo C70

**FROM £4,500** Pick carefully, and hard-top could be perfect year-round cabrio

**AE** Richard Dredge

CONVERTIBLES can be full of compromises, with cramped cabins and often two seats, as well as fabric roofs providing limited refinement and security. But some open-top cars are much more usable, with their four-seat configuration and a folding hard-top instead.

Take the Mk2 Volvo C70, for example. While its soft-top predecessor lacked rigidity and refinement, the newer model is a far more accomplished car, even if it's never been a class leader. Better looking and safer than most of its rivals, the Volvo is also a lot more affordable second-hand than you'd think.

## History

THE second-generation C70 arrived in March 2006, with 2.4i or T5 petrol engines and Sport, SE or SE Lux trims. A 2.4 D5 diesel arrived soon after.

By September 2007, there was a 134bhp four-cylinder 2.0D, which would be replaced by a five-cylinder 2.0-litre engine in May 2010. At that point, the C70 had been facelifted with fresh styling.

Also in May 2010, Volvo simplified its naming policy with the introduction of the D3 (150bhp 2.0-litre) and D4 (177bhp 2.0-litre) diesels, along

with the T5 (230bhp 2.5-litre) turbocharged petrol engine.

## Which one?

THE T5 is significantly quicker than the 2.4i, if a little unruly. Diesels work well, although the entry-level 134bhp 2.0-litre unit is a bit weedy.

While the Geartronic automatic transmission isn't very slick, it works well enough for the undemanding driver. Entry-level Sport editions get climate and cruise control, ESP, 17-inch alloys, a six-speaker stereo and electric windows.

The SE adds leather-faced seats, an eight-speaker hi-fi, electronic adjustment for the driver's seat and an auto-dimming rear-view mirror. The range-topping SE Lux comes with a premium Dynaudio sound system, electronically folding door mirrors, electronic adjustment for the passenger seat and 18-inch alloy wheels.

## Alternatives

THERE are lots of four-seater coupé-cabriolets available, including the Vauxhall Astra TwinTop, Ford Focus CC, Peugeot 308 CC and Renault Mégane C-C. All of these are affordable and come with a wide range of engines and trims, which also applies to

the Volkswagen Eos. The VW is perhaps the C70's closest rival, with its semi-premium status. It comes with great engines and gearboxes, and the roof arrangement is especially neat.

If you want something that's fun to drive, buy a BMW 3 Series Convertible, or if a cloth roof is fine, we'd recommend looking at the Audi A4 or A5 Cabriolets.

## Verdict

IT'S no sports car, but the C70 makes a decent cruiser. It's not the most rewarding convertible to drive, however, due to its numb steering and indifferent handling. But the Volvo can seat four adults in comfort and has a large, practical boot – although folding the roof limits capacity.

The convertible is well equipped, safe and great value, but some C70s can be unreliable, so buy the newest car you can find – preferably a facelifted version built after November 2009.



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## OUR VIEW

THE C70 wasn't a big enough seller to appear in our Driver Power satisfaction surveys. Its age would hold it back now, but other Volvos score well on seat comfort and build quality, and are let down on reliability, running costs and handling.

## YOUR VIEW

SERENA Astwood from Bourne, Lincs, owns a 2010 C70 2.0D. She says: "It's economical, easy to drive and looks classy. Four can fit inside, but servicing is pricey and it hasn't been fully reliable – I've had problems with air-con and electronics."



## Interior

THERE'S space for four inside, but headroom in the rear is poor due to the tapering roofline. The seats are extremely comfortable, while boot space is good, at 404 litres – although with the roof stowed, this shrinks to just 200 litres. Another plus point is the C70's refinement.

## Contacts

Official

www.volvocars.com/uk

Forums

www.volvo-forums.com

www.volvoforums.com

www.volvoclub.org.uk

www.forums.swedespeed.com





**Performance**0-60mph/top speed  
9.3 secs/137mph**Running costs**47mpg (2.0 D4)  
£70 fill-up**CO<sub>2</sub>/tax**154g/km  
£180**NEED TO KNOW**

Make sure the wind deflector is present and undamaged. New ones are available, typically at £350 or more.

**NEED TO KNOW**

The Geartronic auto transmission significantly increases fuel consumption as well as road tax costs.



Tom Wood

**NEED TO KNOW**

Stick with 17-inch wheels if you can, as the 18-inch alternatives can affect the ride, even though they look great.

**Materials**

THE leather trim gets scuffed, and can wear after even relatively low mileages. It tends to be worst on cars that have been used with the roof down a lot.

**Roof**

THAT top may be really complicated, but it tends to be pretty reliable. However, the seals can squeak if they're not lubricated occasionally.

**Functions**

CLIMATE control and air-conditioning systems can go on the blink if the compressor or condenser fails, so check everything works properly.

**Windows**

THE electric windows can sometimes refuse to work because of a temperamental switch, but replacing it or cleaning the contacts is easy enough.

**How much?**

	13 2013	61 2012	60 2010	58 2009	07 2007
Model					
2.0 D SE	N/A	N/A	£11,500	£8,950	£6,950
2.0 D3 SE Lux	£19,795	£15,395	£12,395	N/A	N/A
2.0 D4 SE Lux	£20,250	£15,500	£12,395	N/A	N/A
2.0 D4 SE auto	£19,995	£15,295	£12,295	N/A	N/A
2.0 D5 SE Lux	N/A	N/A	£13,250	£10,350	N/A
2.0 2.4i SE	N/A	N/A	£9,995	£7,550	£5,875
2.0 T5 SE Lux auto	£18,995	£14,995	£11,995	£9,275	£7,175

DIESEL C70s with over 150,000 miles on the clock are available from around £4,500 – these will be ex-fleet cars. You can pay the same price for a petrol car with under 100,000 miles, but if you want a diesel with a sub-six-figure mileage, it'll be at least £5,000.

For £7,000, you can buy a 30,000-mile 06-plate C70 2.4i SE Lux or a 70,000-mile D5 Sport, both in Geartronic form. There are twice as many diesels as petrols, while if you want an auto, it'll cost at least £5,000. Most recent, low-mileage C70s, usually 12-plates, go for up to £19,000.

**Running costs**

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
2.0 D	28	44mpg	158g/km	£180
2.0 D3	28-30	47mpg	154g/km	£180
2.0 D4	33-34	47mpg	154g/km	£180
2.4 D5	31-32	42mpg	174g/km	£205
2.4i 140	30	31mpg	212g/km	£285
2.4i 170	30	31mpg	215g/km	£285
2.0 T5	34-35	31mpg	217g/km	£285

ALL C70s have to be serviced every 18,000 miles or 12 months, bar the entry-level 134bhp 2.0D, which cuts this to 12,000 miles or 12 months. Costs vary between around £250 and £500, but the sixth check-up will set you back from £700 to £1,100 as a fresh cambelt is required. A 12th service for the 2.0D with DPF costs £1,780.

All engines have cambelts, which need replacing every 10 years or 108,000 miles, at around £325. Fresh brake fluid is needed every two years (£65), while coolant is changed whenever it's required for £140. Air-con should be checked at every service, and costs £100 to recharge.

**Partwatch**

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£75.60	£28.37
Brake discs (pair)	£139.20	£66.00
Door mirror glass (electric)	£69.60	£32.60*
Front wiper set	£44.40	£26.32**

Prices for a 2011 C70 2.0 D4. Dealer prices supplied by Brindley Volvo Stourbridge, West Midlands ([www.brindley.co.uk/volvo](http://www.brindley.co.uk/volvo)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)). \*Price from [www.wingmirrorman.co.uk](http://www.wingmirrorman.co.uk). \*\*Price from GSF Car Parts.

**Recalls**

THE first of eight recalls came in March 2008 due to faulty brake master cylinders, while power-steering leaks led to the second four months later. More brake system issues were behind May 2009's recall, and an auto box glitch was identified in November 2009. Over-revving engines caused a recall in May 2010; jammed gearboxes another a month later. September 2011 brought action over clutch pedal failure, before a recall in December that year addressed short circuits leading to potential engine bay fires.



# Car hunter

**£15,000** for a diesel limo, but which one?

**Dear Lawrence,** I'm a private chauffeur working in London and need a comfortable and luxurious diesel limo for my customers. Which should be on my shortlist for £15,000?

**Derek Lafferty,** E-mail

**Contact:** Lawrence\_Allan@dennis.co.uk



## ■ THE CHARACTERFUL CHOICE

### Jaguar XJ

**FOR:** Smart image, gorgeous interior

**AGAINST:** Small boot, short on tech

THE latest Jaguar XJ might be bang up to date in terms of styling inside and out, but the previous generation was more of a traditional British luxury saloon. That's not to say this car is old fashioned, although the lashings of old-school wood and leather inside create a familiar, genteel ambience.

It's a shame that it doesn't get the vast array of tech that you find in the Mercedes S-Class, but it's comfortable in the back of the long-wheelbase model. The boot is rather shallow, though.

Driving the XJ feels a little different to rivals. It's much lighter for a start, meaning it's more agile and handles really well. The ride is refined on motorways, too, yet it's less composed over coarse surfaces.

The 2.7-litre diesel engine isn't the fastest of our trio, yet it's fairly quiet and smooth. The lighter weight also means that the car is ahead of its rivals here for fuel efficiency. A glance at the classifieds revealed a 68,000-mile, 59-plate L Executive version for £13,995.



## ■ THE HI-TECH CHOICE

### Mercedes S-Class

**FOR:** Loaded with kit, peerless refinement

**AGAINST:** AMG wheels, complex electrics

HUGELY popular on red carpets around the world as the limo of choice, the Mercedes S-Class has to be considered for transporting the well heeled. It was recognised as one of the best cars around when it came out in 2006, and still has plenty of appeal.

The S-Class looks and feels the most modern out of the three cars here, with a fabulous interior blending classic luxury touches with endless gadgets to play with – although this brings about some electrical concerns. It's supremely refined and comfortable, too, especially for passengers sitting in the back.

You might expect the car to feel the weight of its tech-laden interior, but it's surprisingly agile for its size. It also rides better than anything here, as long as you avoid models with the glitzy AMG alloys.

The S230 CDI diesel has more than enough pulling power for what you'll need and is very quiet, yet it can't match the lighter XJ for fuel economy. We found a 64,000-mile 2008 S320 CDI 7G-Tronic for £14,990.



## ■ THE TOP-VALUE CHOICE

### VW Phaeton

**FOR:** Bargain price, incredibly comfortable

**AGAINST:** Bland styling, less classy than rivals

THE often overlooked VW Phaeton was designed to be the best luxury car in the world in every measurable sense. Unfortunately, it was still a Volkswagen, and that put off buyers looking for something with a more prestigious badge. It also appears fairly nondescript from the outside, although the interior is lavishly appointed and matches the premium feel of the Jaguar's, even if it's not as modern as the Merc's.

The rear is comfortable and, as with all of these cars, the long-wheelbase version provides acres of room.

Where the 13-year-old Phaeton does show its age is on the road. It's comfortable and is a great cruiser, but the vast kerbweight means the car tends to feel a little wallowy in corners, plus the steering is vague.

The 3.0-litre TDI is the best model to go for, as petrols are hugely thirsty, but even that will barely scrape just over 30mpg economy. Still, eye-watering depreciation means the VW is a used bargain – a fully loaded 2011 TDI with 67,000 miles is £15,295.

## Finance deals on the rise

THE number of new car buyers choosing finance deals increased by 11 per cent in the 12 months to January, according to new figures released by the Finance and Leasing Association (FLA).

The overall figure of vehicles financed through FLA member dealers instead of being bought outright rose to a record high of 76.2 per cent. Plus, the number of used cars purchased on finance rose by 12 per cent over the same period.

Geraldine Kilkelly, FLA head of research and chief economist, said: "Consumer new car finance volumes over the past 12 months grew at a faster rate than private new car sales, so we saw a new record high." She predicted continued finance market growth throughout 2015.



**"Number of new cars bought on finance rose by 11 per cent"**

## Audi A4

**DEAL OF THE WEEK** £5,000 off TDI Ultra model

AUDI'S A4 is due to be replaced soon, which explains why the brand is slashing PCP prices of its current compact executive. The BMW 3 Series rival is available with the 161bhp 2.0-litre TDI Ultra diesel in SE Technik trim with £5,000 off the deposit.

That means you pay £5,530 initially, then 35 monthly instalments of £289. At the end of the three-year plan, you can keep the car for £12,314. It claims 67.3mpg, and comes with sat-nav, leather trim and Bluetooth. Visit [audi.co.uk](http://audi.co.uk), or go to [carbuyer.co.uk](http://carbuyer.co.uk) for more great deals.

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# Down and dirty

Which used crossover makes a splash with its mix of on and off-road ability, plus practicality?

**Hyundai feels composed, with nippy handling**



**Hyundai ix35**

39.2mpg (official)  
£63 fill-up



## ix35 Premium 4WD Auto

**Years:** 2009 to date **Engine:** 2.0-litre 4cyl, 181bhp  
**Insurance group:** 22 **Econ/CO<sub>2</sub>:** 39mpg/189g/km  
**Why?** The ix35 blends comfort and composure with an excellent aftersales package.

**Prices from:** **£13,995**

HYUNDAI'S ix35 was a huge leap forward over the Tucson it replaced, and developed a more premium image for the company. Its stylish exterior is matched by a high-quality feel and ergonomic layout in the cabin, as well as a decent equipment list. It might not have the load space of the SsangYong Korando, but passengers get plenty of room and there's a lot of practical features. It's in a different league to its cheap-feeling rival.

It's also a much better car to drive. The ride deals with big bumps well, while there's far less lurch and roll in bends and controls are slick. The 2.0 CRDi diesel is smooth and gutsy, although economy could be better, and the auto box is sharp.

Owners rated the ix35 90th in our Driver Power 2014 survey with reliability, practicality and in-car tech best. Hyundai's five-year warranty also offers a safety net.



**Cabin combines space with decent quality. There's a long list of kit as standard as well**

## 1 Hyundai ix35 ★★★★★☆

THE Hyundai is a far more capable all-rounder than the SsangYong. It drives well, has a much nicer cabin and is a more appealing ownership prospect than the Korando. It comfortably takes the win here.



**Korando lacks refinement, and has fidgety ride**



**SsangYong Korando**

37.7mpg (official)  
£64 fill-up

## Korando EX 4WD Auto

**Years:** 2010 to date **Engine:** 2.0-litre 4cyl, 173bhp  
**Insurance group:** 19 **Econ/CO<sub>2</sub>:** 38mpg/199g/km  
**Why?** Korando offers space and practicality, plus great off-road and towing capabilities.

**Prices from:** **£12,995**



**Korando is spacious and modern, but materials are cheap and tech is fiddly**

## 2 SsangYong Korando ★★☆☆☆☆

IF you value ruggedness and towing capabilities above all else, then the Korando fits the bill. But it's way off the pace as an on-road family SUV. Practicality doesn't make up for poor dynamics and a dated, cheap cabin.

SSANGYONG doesn't have a big presence in the UK, but the Korando was designed to look more European than before. Outside, it certainly appears fresher than previous models, and at first glance the interior seems modern. Look closer, though, and you'll find cheap switchgear and plastics.

It's well equipped, but tech can be fiddly. There's plenty of space and a practical load bay, though. The Korando is okay off-road, but disappointing on road – the ride is fidgety, there's less grip and lots of body roll. And while the diesel engine has plenty of torque, which is great for towing, it's clattery and neither smooth nor efficient, plus the gearbox is sluggish.

As with the ix35, the Korando has a five-year warranty, and although it wasn't ranked in our Driver Power survey, few problems have been reported so far.



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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E290/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E345/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E485/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E635/E285)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E660/E485)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1090/E500)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

## ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25  
Warranty: 3 years/60,000 miles

**500** - 365x1627mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet 500	G	43.5	7.9	155	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	£32990

500C/595C: add £1800, auto: add £1265

## ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

**MiTo** - 4063x1720mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	£16655
875c TwinAir Progression	A	67.3	11.4	99	£13770
875c TwinAir Distinctive	A	67.3	11.4	99	£16070
875c TwinAir Sprint	A	67.3	11.4	99	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

**Giulietta** - 4351x1798mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 76

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 TB (120) Progression	F	44.1	9.4	149	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

**4C** - 3989x2090mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.75T TCT 4C	G	41.4	4.5	157	N/A £45000

## ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

**D3** - 4628x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	£49950

**B3** - 4628x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	£49590
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	£49590

**D5** - 4913x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	£59950

**B5** - 4905x4913x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A £75150

**B7** - 5092x1902mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A £98800

**XD3** - 4651x1901mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50 £56450

**D4** - 4640x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	£49450

**B4** - 4640x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£49590
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£49290

**B6** - 4894x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50 £92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50 £97850

## ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

**Atom** - 3410x1798mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£46480

**Nomad** - 3215x1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000

## ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22  
Warranty: 3 years/unlimited miles

**Rapide S** - 5020x2140mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Rapide S	M	19.9	4.9	332	50 £150289

**Vantage** - 4380x4385x1865mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.7 V8 Vantage	M	20.5	4.8	321	50 £87334
4.7 V8 Vantage N430	M	20.5	4.8	321	50 £92334
4.7 V8 Vantage S	M	20.5	4.5	321	50 £97334
6.0 V12 Vantage S	M	17.3	3.7	388	50 £139145

Auto: add £5000, Vantage Roadster: add £9000

**DB9** - 4720x1875mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.8	4.6	333	50 £135527

DB9 Volante: add £10000

**Vanquish** - 4721x1905mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.6	4.1	335	50 £194140

Vanquish Volante: add £12000

## AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60,000 miles

**A1** - 3954x1740mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 63

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A £14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A £16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	N/A £15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	N/A £16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	N/A £17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A £18685
1.4 TFSI (125) S line 3dr	C	58.9	7.8	112	N/A £19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	N/A £19360
2.0 TDI (231) S1 3dr	G	40.4	5.8	162	33 £25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

**A3** - 4233x1777mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 16

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14 £18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16 £19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16 £20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23 £23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16 £20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21 £22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15 £22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21 £23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27 £24845
2.0 TFSI (100) quattro S3 3dr	G	40.4	5.2	162	36 £30940
2.5 TFSI (367) quattro RS3 Sp/Back J	A	34.8	4.3	189	N/A £39950
1.4 TFSI (204) etron Sportback Sdr A	A	176.6	7.6	37	29 £29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

**A4** - 4701-4716x1826mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 80

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19 £25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24 £27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26 £31180
2.0 TDIe (136) SE	C	54.2	9.6	112	22 £27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22 £29620
2.0 TFSI (225) quat S tron SE Tech	G	40.4	6.9	155	31 £32945
3.0 TDI quattro S tronic S line	F	49.6	6.1	149	33 £38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36 £39610
4.2 V8 FSI quat S tron RS4 Avant	L	26.4	4.7	249	41 £56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

**A5 Sportback** - 4712-4718x1854mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
1.8 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£32620
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	24	£28545
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£29050
2.0 TDI (150) multitronic Sdr	D	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	109	24	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	128	28	£30820
2.0 TDI (150) multitronic SE Sdr	D	58.9	9.4	127	24	£31870
3.0 TDI (204) multitronic S line Sdr	D	57.6	7.1	129	30	£37410
3.0 TDI (245) quat S tron S line Sdr	G	48.7	6.2	152	34	£40395
3.0 V6 TFSI quattro S5	J	35.0	5.1	90	40	£42685





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Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
5.2 V10 FSI LMX quattro	M 21.9	3.4	299	50 £16000
R8 Spyder: add £8650 to V8 and V10, auto: add £2900				

### BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23  
Warranty: 3 years/unlimited miles

### Flying Spur - 5299x1924mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50 £136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50 £147145

### Mulsanne - 5575x1926mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50 £230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50 £253345

### Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50 £140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50 £157845
4.0 V8 auto GT	L	26.7	4.6	246	50 £139915
4.0 V8 auto GT S	L	26.7	4.3	246	50 £139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50 £238645

Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

### BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

### i3 - 3999x1775mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21 £30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21 £33830

### 1 Series - 4324x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 8

1.6 114i ES 3dr	E	49.6	11.2	132	12 £17775
1.6 114d ES 3dr	C	65.7	12.2	112	15 £19410
1.6 114i SE 3dr	E	49.6	11.2	132	12 £18345
1.6 116i SE 3dr	E	49.6	8.5	132	17 £19895
1.6 118i SE 3dr	E	47.9	7.4	137	22 £21940
1.6 114d SE 3dr	C	65.7	12.2	112	15 £19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15 £20830
2.0 116d SE 3dr	C	62.8	10.3	119	15 £20830
2.0 118d SE 3dr	C	62.8	8.9	118	19 £21975
2.0 120d SE 3dr	C	62.8	7.2	119	24 £23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13 £19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18 £21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22 £22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15 £20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16 £21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20 £22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24 £24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18 £22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22 £24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30 £26025
3.0 M135i 3dr	J	35.3	5.1	188	39 £30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16 £23275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20 £24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24 £25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31 £27765

Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, 5dr: add £530, Urban: same price as Sport

### 3 Series - 4624x1811mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 12

2.0 316d ES	C	62.8	10.9	119	20 £26275
2.0 316d SE	C	62.8	10.9	119	20 £27125
2.0 318d SE	C	62.8	9.1	119	25 £28375
2.0 318d Luxury	C	62.8	9.1	119	25 £30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32 £29475
2.0 320d SE	C	61.4	7.5	120	32 £29475
2.0 320d Luxury	C	61.4	7.5	120	32 £31975
2.0 325d SE	D	57.6	6.8	129	35 £31275
2.0 325d Luxury	D	57.6	6.8	129	35 £33775
3.0 auto 330d SE	D	57.6	5.6	129	35 £34875
3.0 auto 330d Luxury	D	57.6	5.6	129	35 £37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43 £41720
1.6 316i ES	E	47.9	8.9	137	23 £24255
1.6 316i SE	E	47.9	8.9	137	23 £25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28 £26425
2.0 320i SE	F	44.8	7.3	147	31 £27270
2.0 320i Luxury	F	44.8	7.3	147	31 £29770
2.0 328i SE	F	44.1	5.9	149	36 £30470
2.0 328i Luxury	F	44.1	5.9	149	36 £32970
3.0 335i Luxury	J	35.8	5.5	186	38 £36460
3.0 auto ActiveHybrid 3 SE	K	47.9	5.3	139	38 £42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39 £46465
3.0T M3	K	32.1	4.3	204	45 £56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

### 5 Series - 4907-4998x1860-1901mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 4

2.0 520i SE	F	44.1	7.9	149	36 £33130
2.0 520i M Sport	F	44.1	7.9	149	37 £35985
2.0 528i SE	G	42.8	6.2	154	40 £36695
2.0 528i M Sport	G	42.8	6.2	154	41 £39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42 £44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42 £44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46 £57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46 £57910
2.0 518d SE	C	62.8	9.7	119	30 £30865
2.0 518d M Sport	C	62.8	9.7	119	31 £33665
2.0 520d SE	C	62.8	8.1	119	33 £32365
2.0 520d M Sport	C	62.8	8.1	119	34 £35165
2.0 525d SE	D	57.6	7.0	129	33 £36980
2.0 525d M Sport	D	57.6	7.0	129	40 £39910
3.0 auto 530d SE	E	55.4	5.8	134	43 £41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43 £44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43 £44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45 £48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44 £47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44 £48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44 £50625
4.4 V8T DCT M5	L	28.5	4.3	232	48 £74835
4.4 V8T DCT M5 30 Jahre Edition	L	28.5	3.9	232	49 £91890

Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
<b>6 Series Gran Coupe</b> - 5007x1894mm, <b>EURO-NCAP</b> N/A					
DRIVER POWER POS: N/A					
3.0 auto 640i SE	I	36.7	5.4	181	£62375
3.0 auto 640d SE	F	51.4	5.4	148	£64875
3.0 auto 650i M Sport	K	32.8	4.6	206	£76150
4.4 V8T DCT M6	L	28.5	4.2	232	£98145

### 7 Series - 5072-5212x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48 £61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47 £66200
3.0 auto 730d SE	F	50.4	6.1	148	48 £58275
3.0 auto 740d SE	F	49.6	5.5	149	49 £65465
4.4 auto 750i SE	J	32.8	4.8	199	49 £71515
6.0 V12 auto 760Li SE	M	21.1	4.6	314	50 £102015

Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

### 2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13 £22475
2.0T 220i Sport	E	47.9	7.5	137	20 £25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23 £31175
1.5 216d SE	A	74.3	10.6	99	11 £23410
2.0 218d SE	B	68.9	8.9	109	15 £24555
1.5T 220d Sport	C	64.2	7.6	115	21 £27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

### X1 - 4454x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 100

2.0 xDrive20i SE	I	37.7	7.8	176	28 £27280
2.0 sDrive16d SE	D	57.6	11.5	128	18 £24230
2.0 sDrive18d SE	D	57.6	9.6	128	22 £25330
2.0 sDrive20d EfficientDynamics	C	62.8	8.3	119	24 £26760
2.0 sDrive20d SE	D	57.6	7.8	129	24 £26760
2.0 xDrive18d SE	F	51.4	9.9	144	22 £26830
2.0 xDrive20d SE	F	51.4	8.1	145	24 £28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26 £32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27 £33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

### X3 - 4657x1881mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 12

2.0 sDrive18d SE	D	60.1	9.5	124	26 £31295
2.0 xDrive20d SE	E	54.3	8.1	136	30 £33295
3.0 auto xDrive30d SE	G	49.6	5.9	159	39 £40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

### X4 - 4657x1881mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31 £36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31 £45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £50290

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

### X5 - 4886x1928mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49 £60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42 £42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42 £45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44 £48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47 £50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49 £64020
4.4 V8T auto X5 M	M	25.4	4.2	258	50 £90170

M Sport: add £4700 to 30d SE or £4125 to 50i SE

### X6 - 4909x1989mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto M50d xDrive	H	42.8	5.2	174	50	£66920
3.0 auto xDrive30d SE	G	47.1	6.7	157	45	£51150
3.0 auto xDrive40d SE	G	45.6	5.8	165	46	£53810
4.4 auto xDrive50i SE	K	29.1	4.8	225	49	£63065
4.4 V8TT auto X6 M	M	25.4	4.2	258	50	£93070

M Sport: add £4120 to 50i SE or £4700 30d SE





#### Z4 - 4239x4244x1790mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0sDrive18i	G	41.5	7.9	159	38	£27740
2.0sDrive20i	G	41.5	6.9	159	38	£29840
2.0sDrive28i M Sport	G	41.5	5.7	159	40	£37390
4.4 V8 auto 650i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT xDrive35i	K	31.4	4.8	210	43	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £1365 to 20i models

#### 6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	K	28.5	4.2	232	50	£94625

6 Series Convertible: add £6130, M Sport: add £4500-£4665

#### 18 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 TTT/Drive auto i8	A	113.0	4.4	59	50	£99895
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### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

#### Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
660cc T160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Superlight R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A  
Warranty: 5 years/100,000 miles

#### Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

#### Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

### CHRYSLER

www.chrysler.co.uk / Brochure: 0800 1692 1692 / Dealers: 74  
Warranty: 3 years/60,000 miles

#### Ypsilon - 3842x1676mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	7	£13250
1.2 S	C	58.0	14.5	115	3	£10750
1.2 SE	C	58.0	14.5	115	3	£12050
1.2 Silver	C	54.3	14.5	120	6	£9995
1.2 Gold	C	54.3	14.5	120	6	£11195
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395

Auto: add £1200 to TwinAir models, S-Series: add £745 to SE, Platinum: add £1500 to Gold

#### 300C - 5044x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020
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#### Grand Voyager - 5143x1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

#### C-Zero - 3475x1475mm, EURO-NCAP N/A DRIVER POWER POS: N/A

64ph auto C-Zero	A	N/A	15.9	0	28	£21216
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#### C1 - 3466x1884mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETC Flair 3dr	A	67.3	14.6	97	7	£11185

Sdr: add £400 to Feel/Flair 3dr; Ainscape: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	71.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) S&S Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG auto: add £620 to e-HDi (90) Exclusive

#### D5 3 - 3948x3962x1715-1717mm, EURO-NCAP N/A DRIVER POWER POS: 37

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5style	B	60.1	N/A	107	19	£15630
1.2 VTI (120) auto D5style	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5style	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5style Techno	D	50.4	N/A	129	26	£17500
1.6 THP (165) D5sport	D	50.4	N/A	129	26	£19000
1.6 BlueHDi (120) D5sport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	N/A	129	27	£19890
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), D5ire: £900 less than D5port

#### C4 - 4329x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	N/A	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

#### C4 Cactus - 4157x1729mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15990
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16390
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

#### D5 4 - 4275x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£18425
1.6 e-HDi (115) D5style	C	64.0	12.4	113	18	£21975
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5port	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 D5style	I	44.0	9.5	178	21	£21765
1.6 VTI (120) D5style	F	46.0	12.2	144	15	£19905
2.0 HDi (160) D5port	E	55.0	9.3	134	24	£23700
2.0 HDi (160) D5style	E	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

#### C5 - 4779x1860mm, EURO-NCAP N/A DRIVER POWER POS: 39

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

#### D5 5 - 4530x1871mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 D5style	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5style	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5style	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5style	B	68.9	8.3	107	27	£31600
1.6 THP (200) D5port	G	42.2	8.5	155	27	£28920
2.0 HDi (160) D5port	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5port	C	64.2	9.2	118	30	£1580
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	102	28	£37300

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (95) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A DRIVER POWER POS: 63

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	62.7	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	10.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	109	15	£19740
1.6 e-HDi (90) Airdream ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) Airdream VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (155) Exclusive	E	47.1	9.0	139	22	£21320
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	C	70.6	11.8	110	25	£23010

Auto: add £500 to e-HDi (115), add £



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Tourneo Connect</b> - 4418-4818x1966mm <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14445
1.6 TDCi (95) Style	D	56.5	14.7	130	8	£14945
1.0T (100) EcoBoost Zetec	D	50.4	14.0	129	9	£14695
1.6 TDCi (95) Zetec	D	56.5	14.7	130	12	£15495
1.6 TDCi (115) Zetec	D	58.9	12.1	130	10	£17195
1.6 TDCi (95) Titanium	D	56.5	14.7	130	8	£17595
1.6 TDCi (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115
Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourneo Connect						
<b>B-MAX</b> - 4077x1751mm <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	B	58.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)						
<b>C-MAX</b> - 4380x1828mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 62						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						
<b>Grand C-MAX</b> - 4520x1828mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 62						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						
<b>S-MAX</b> - 4768x1884mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 80						
1.6 TDCi (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCi (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCi (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCi (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCi (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26735
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.0 TDCi (200) Titanium	H	43.0	8.6	174	26	£27870
Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium						
<b>Galaxy</b> - 4820x1884mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 46						
1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost Powershift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCi (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375
Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium						
<b>EcoSport</b> - 4010x1765mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium						
<b>Ranger</b> - 5359x1850mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Dub Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited						
<b>Kuga</b> - 4524x1838mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> 34						
1.5T (112) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £3700 to Titanium						
<b>Mustang</b> - 4784x1916mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>5.0 V8 GT Fastback</b> <b>M</b> 20.9 4.4 299 21 £32995						
Auto: add £1500, Convertible: add £4000						
<b>GREAT WALL</b>						
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54						
Warranty: 3 years/60000 miles						
<b>Steed</b> - 5040x1800mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198
<b>HONDA</b>						
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196						
Warranty: 3 years/60000 miles						
<b>Jazz</b> - 3900x1695mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 47						
1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA						
<b>Civic</b> - 4300x1770mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.4 i-VTEC SE	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	N/A	5.7	N/A	N/A	N/A	£29995
2.0 i-VTEC Type R GT	N/A	5.7	N/A	N/A	N/A	£32295
Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)						
<b>Accord</b> - 4725x1840mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 31						
2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£26580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885
Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec						
<b>CR-V</b> - 4570x1820mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) SR 2WD	D	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 4WD	C	62.8	11.2	119	25	£25095
1.6 i-DTEC (160) SE 4WD	D	57.7	N/A	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	N/A	133	24	£30650
1.6 i-DTEC (160) EX 4WD	E	55.4	N/A	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S						
<b>HYUNDAI</b>						
www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162						
Warranty: 5 years/unlimited miles						
<b>i10</b> - 3665x1660mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9010
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2, Premium SE: add £7915 to 1.2 Premium						
<b>i20 (NEW)</b> - 4035x1734mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRD (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.6 CRD (110) Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRD (75) Turbo Sdr	B	70.6	16.0	103	6	£14225
1.4 CRD (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRD (90) Premium Sdr	D	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), S Air: add £579 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as i20 S (1.2 SE and 1.4 CRD (90) only), i20 Coupe Sport: same price as i20 SR (Premium, 1.2 SE and 1.4 CRD (90) only)						
<b>i30</b> - 4300x1780mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 (100) S Sdr	E	47.1	13.2	138	N/A	£15195
1.6 CRD (110) Blue Drive S Sdr	A	78.4	11.5	94	N/A	£17995
1.4 (100) SE Sdr	E	47.1	13.2	138	N/A	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	N/A	£17895
1.6 CRD (110) Blue Drive SE Sdr	A	78.4	11.5	94	N/A	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	N/A	£20595
1.6 CRD (136) Premium Sdr	B	70.6	10.2	104	N/A	£22495
1.6T-GDI (186) Turbo SE Sdr	H	38.7	8.0	169	N/A	£22995
Auto: add £1300 to 1.6 CRD SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr						
<b>i40</b> - 4740-4770x1815mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 42						
1.7 CRD (115) BD Active	C	66.0	12.9	113	12	£19105
1.7 CRD (136) BD Active	C	63.0	10.6	119	16	£19905
1.7 CRD (115) BD Style	C	66.0	12.9	113	12	£21205
1.7 CRD (136) BD Style	C	63.0	10.6	119	16	£22005



	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.7 CRDi (115) BD Premium	C	66.0	12.9	113	£24405
1.7 CRDi (136) BD Premium	C	43.0	11.6	119	£26170
Auto: add £1765 to 1.7 CRDi (136) (not Active), H0 Tourer: add £1250 to 1.7 CRDi (115), £1350 to 1.7 CRDi (136) BlueDrive, £1400 to 1.7 CRDi					
<b>ix20</b> - 4100x1765mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 87					
1.4 Active	D	50.0	12.9	130	£8
1.4 Classic	D	50.0	12.9	130	£12515
1.4 Style	D	50.0	12.9	130	£8
1.4 CRDi Classic	C	66.0	14.5	114	£9
1.6 CRDi Active	C	64.0	11.5	117	£9
1.6 CRDi Style	C	64.0	11.5	117	£16335
1.6 auto Active	G	44.0	12.2	154	£10
1.6 auto Style	G	44.0	12.2	154	£10
<b>ix35</b> - 4410x1820mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 90					
1.6 GDI 2WD S	G	41.5	11.1	158	£17000
1.7 CRDi 2WD S	E	53.3	12.4	139	£18500
1.6 GDI 2WD SE	E	41.5	11.1	158	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	£18600
2.0 CRDi 4WD SE	F	49.6	11.3	145	£213000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	£22850
2.0 CRDi 4WD Premium	F	49.6	11.3	149	£22570
Auto: add £1465 to 2.0 CRDi, ISG; add £180 to 1.6 GDI, Premium Panoram: add £800 to Premium					
<b>Santa Fe</b> - 4690x1880mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	£8
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	£33720
Auto: add £1705 to 4WD models, Seven seats: add £1200					
<b>Genesis</b> - 4990x1890mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.8 V6 GDI Genesis	M	25.2	6.5	261	£47995
<b>INFINITI</b>					
www.infiniti.co.uk / Dealers: 10					
Warranty: 3 years/60000 miles					
<b>Q50</b> - 4790-4800x1820mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.2d Q50 SE	C	64.2	8.5	114	£27950
2.2d Q50 Premium	C	64.2	8.5	114	£30350
2.2d Q50 Sport	C	64.2	8.5	114	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	£421630
Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium					
<b>Q60</b> - 4655-4780x1770-1850mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	£41860
<b>Q70</b> - 4945x1845mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.5 V6 auto Q70 Premium Hybrid	F	45.6	N/A	145	N/A
2.2d auto Q70 Premium	D	57.6	N/A	129	N/A
2.2d auto Q70 Sport	D	57.6	N/A	129	N/A
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	£44100
Tech spec: add £4100 to Premium, £2350 to Sport					
<b>QX50</b> - 4635-4645x1800mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0d V6 auto QX50	K	33.2	7.9	224	£43488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	£438963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	£438449
Premium spec: add £3598 to GT models					
<b>QX70</b> - 4865x1925mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0d V6 auto QX70 GT	K	32.8	8.3	225	£423770
3.0d V6 auto QX70S	K	32.8	8.3	225	£444470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	£445225
3.7 V6 auto QX70S	M	23.0	6.8	282	£446225
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	£504225
Premium spec: add £4450 to GT and S models					
<b>ISUZU</b>					
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97					
Warranty: 5 years/125000 miles					
<b>D-Max</b> - 5295x1860mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.5D Eiger Double Cab	J	38.7	N/A	194	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	£26043
Auto: add £1200 to Yukon, Utah					
<b>JAGUAR</b>					
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97					
Warranty: 3 years/unlimited miles					
<b>XE</b> - 4672x1850mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.0d (163) SE	A	75.0	7.9	99	N/A
2.0d (163) R-Sport	A	75.0	7.9	99	N/A
2.0d (163) Portfolio	A	75.0	7.9	99	N/A
2.0d (180) SE	B	67.3	7.4	109	N/A
2.0d (180) R-Sport	B	67.3	7.4	109	N/A
2.0d (180) Portfolio	B	67.3	7.4	109	N/A
2.0i (200) auto SE	I	37.7	7.1	179	N/A
2.0i (200) auto R-Sport	I	37.7	7.1	179	N/A
2.0i (240) auto R-Sport	I	37.7	6.5	179	N/A
2.0i (240) auto Portfolio	I	37.7	6.5	179	N/A

	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
3.0i S/C (340) auto S	J	34.9	4.9	194	N/A
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE					
<b>XF</b> - 4961x1877mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 15					
2.2D (163) auto SE	F	52.0	9.8	149	£32945
2.2D (163) auto SE Business	F	52.0	9.8	149	£31495
2.2D (163) auto Luxury	F	52.0	9.8	149	£32945
2.2D (200) auto Luxury	F	52.0	8.5	149	£33945
2.2D (200) auto Sport	F	52.0	8.5	149	£41945
2.2D (200) auto Portfolio	F	52.0	8.5	149	£41945
3.0D V6 auto Luxury	H	45.0	7.1	169	£35860
3.0D V6 auto Portfolio	H	45.0	7.1	169	£45115
3.0D V6 auto S Luxury	H	45.0	6.4	169	£46615
3.0D V6 auto S Portfolio	H	45.0	6.4	169	£46615
5.0 V8 S/C auto XFR	M	24.4	4.7	270	£65440
5.0 V8 S/C auto XFR-S	M	24.4	4.4	270	£79995
Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury					
<b>XJ</b> - 5122-5247x1894mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0D V6 auto Luxury	I	40.0	6.4	184	£56870
3.0D V6 auto Portfolio	I	40.0	6.4	184	£67870
3.0D V6 auto Premium Luxury	I	40.0	6.4	184	£66070
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	£59895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	£92395
Long wheelbase: add £3110 (not XJR)					
<b>F-Type</b> - 4470x1923mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	£68600
Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £5485 to all models					
<b>XX</b> - 4794x1892mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> 41					
5.0 V8 auto XK Signature	M	25.0	5.5	264	£45975
5.0 V8 S/C auto XX Dynamic R	M	23.0	4.8	292	£69975
5.0 V8 S/C auto XXR-S	M	23.0	4.4	292	£97490
XX Convertible: add £6000					
<b>JEEP</b>					
www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73					
Warranty: 3 years/60000 miles					
<b>Renegade</b> - 4236x1805mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.6 eTorq (110) Sport	F	47.1	11.8	141	N/A
1.6 eTorq (110) Longitude	F	47.1	11.8	141	N/A
1.6 Multijet (120) Sport	C	61.4	10.2	120	N/A
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	N/A
1.6 Multijet (120) Longitude	C	61.4	10.2	120	N/A
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	N/A
2.0 MjT (170) auto 4WD Low Ltd	G	48.7	8.9	151	N/A
2.0 MjT (170) auto 4WD Trailhawk	G	48.7	8.9	151	N/A
Auto: add £1400 to 1.4T MultiAir, Limited: add £2600 to Longitude					
<b>Wrangler</b> - 4223-4751x1873-1877mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	£24068
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	£25383
Wrangler Special Order programme: prices from £29025-£33445					
<b>Compass</b> - 4448x1812mm, <b>EURO-NCAP</b> ★★					
<b>DRIVER POWER POS:</b> N/A					
2.0 VVT Sport 4x2	H	37.2	10.6	175	£21847
2.2 CRD Limited 4x4	H	42.8	9.8	172	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	£23860
<b>Cherokee</b> - 4623x1859mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.0 Multijet (140) Longitude	E	53.3	10.9	139	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	10.2	147	£27495
2.0 MjT (170) L'tude 4x4 auto	G	48.7	10.3	154	£27995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	N/A
Longitude Plus: add £2200, Limited: add £5700					
<b>Grand Cherokee</b> - 4822x1943mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 CRD V6 auto Laredo	J	37.7	10.2	198	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	£48305
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	£50720
<b>KIA</b>					
www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170					
Warranty: 7 years/100000 miles					
<b>Picanto</b> - 3595x1595mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 54					
1.0i 3dr	A	67.0	13.9	99	£8145
1.0i 5dr	A	67.0	14.4	99	£8495
1.25i 15G 3dr	A	60.0	11.4	100	£10545
1.25i 3dr	B	60.0	11.4	109	£11015
1.25i 4i 5dr	B	60.0	11.4	109	£12105
1.25i 15G White 3dr	A	60.0	11.0	100	£11895
1.25i 4i 5dr	A	60.0	11.0	100	£11995
Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, VRT: add £1500 to Picanto 1					
<b>Rio</b> - 4045x1720mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 5					
1.1 CRDi 115G 5dr	A	88.0	14.9	85	£11995









## GLA-Class - 4417x1804mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	E	55.4	8.3	132	28	£30775
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	39.2	7.4	179	43	£51335
Auto: add £1450 to GLA 200 CDI, 4MATIC; add £1630 to GLA 200 CDI auto, AMG Line; add £1000						

## M-Class - 4804x1926mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V8T auto ML 63 AMG	M	23.9	4.8	276	50	£86995
Auto: add £1450 to GLA 200 CDI, 4MATIC; add £1630 to GLA 200 CDI auto, AMG Line; add £1000						

## GL-Class - 5141x1982mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V8T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

## G-Class - 4763x1855mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129655

## C-Class Coupe - 4590x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						

## E-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: 27

2.1 auto E 200 AMG Sport	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						

## S-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	N/A	£96190
5.5 V8T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

## SLK-Class - 4134x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	47	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	36.6	4.6	195	50	£55345
Auto: add £1520 to SLK 200, add £1410 to SLK 250						

## SL-Class - 4617x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

## AMG GT - 4546x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

## MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46  
Warranty: 3 years/60000 miles

## MG3 - 4018x1723mm, EURO-NCAP☆☆

DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

## MG6 - 4651x1827mm, EURO-NCAP N/A

DRIVER POWER POS: 6

1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195
Magnetite 4dr: add £1000 (TSE only)						

## MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148  
Warranty: 3 years/unlimited miles

## MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr; add £600 to Cooper and above						

## Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

## Paceman - 4110x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4; add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

## Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4; add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

## Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24610
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S SD						

## Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21880
Auto: add £1085 to Cooper, add £1145 to Cooper S SD						

## mitsubishi

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113  
Warranty: 3 years/unlimited miles

## I - 3475x1475mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

49kW auto I-MIEV	A	N/A	15.0	0	27	£23499
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## Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0 Miev 1	A	67.3	13.6	96	15	£8999
1.2 Miev 2	A	68.9	11.7	96	18	£10999
1.2 Miev 3	A	65.7	11.7	100	18	£11999
1.2 Miev auto 3	A	68.9	12.8	95	18	£12999

## ASX - 4295x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

## Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28249	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£28849	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24	£34999	
Auto: add £1400 to GX4						

## L200 - 5005-5185x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34300
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						

## Shogun - 4385-4900x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.2 Di-DC SWB S62	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB S62	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB S63	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB S64	K	33.2	11.1	224	34	£36799
Auto: add £1685 to S62/Warrior						

## MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18  
Warranty: 2 years/unlimited miles

## 3 Wheeler - 3225x1720mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25590
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						

## Roadster - 4010x1630-1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A



**Audi**  
Vorsprung durch Technik



## The Audi A5 Coupé S line. From £359 per month.\*



This includes MMI Navigation system plus, Xenon Plus headlights, Fine Nappa leather upholstery and 18" alloy wheels. And a rather attractive Audi to call your own.

Business users only with Contract Hire.\*

Official fuel consumption figures for the Audi A5 Coupé S line 2.0 TDI 177PS 6-speed manual in mpg (l/100km): Urban 51.4 (5.5), Extra Urban 68.9 (4.1), Combined 61.4 (4.6). CO<sub>2</sub> emissions: 120g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. \*At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. \*Plus VAT and initial rental. Business users only. Based on Audi A5 Coupé S line 2.0 TDI 177PS 6-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £2,154.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [March 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Prepost Audi Finance.

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 HDI (200) HYbrid4 Active	A	83.1	8.5	88	26	£27245
2.0 HDI (200) HYbrid4 Allure	A	72.4	8.5	99	26	£28245

Auto: add £850 to 1.6 HDI, £1200 to 2.0 HDI Allure, Allure: add £1600 to Active

**5008** - 4530x1888mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 77

1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450

Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

**2008** - 4159x1739-1829mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience

**RCZ** - 4290x1845mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

**Panamera** - 4970x1931mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84041
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GT5	L	26.4	4.4	249	50	£93391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

**Macan** - 4681x1923mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£59300

**Cayenne** - 4855x1939mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

**Boxster** - 4374x1801mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GT5	K	31.4	5.0	211	44	£52879

PDK: add £1922 (£2351 to GT5)

**Cayman** - 4380-4438x1801mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GT5	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1922 (£2351 to GT5, not GT4)

**911** - 4491-4545x1808-1880mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GT5	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK GT3	M	22.8	3.5	289	50	£106540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296

PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GT5, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S

**918 Spyder** - 4643x1940mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

### PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85  
Warranty: 3 years/60000 miles

**Savvy** - 3710x1643mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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**Satria Neo** - 3905x1710mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 Sport	G	43.0	11.5	157	3	£9495

**Gen2** - 4310-4477x1725mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.3 GLS 5dr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic 5dr	H	40.0	12.6	170	7	£11195

Persona 4dr: same price as 5dr

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100000 miles

**Twizy** - 2338x1234mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

**Twingo** - 3590x1640mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 5c (70) Expression	B	62.8	12.0	105	2	£9495
1.0 5c (70) Play	B	62.8	12.0	105	3	£9995
1.0 5c (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc Tce (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

**Zoe** - 4084x1730mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

**Clio** - 4062x1731mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc Tce (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc Tce (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc Tce (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 Tce (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 Tce

**Megane** - 4295x1808mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy Tce (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

**Megane Coupe** - 4299x1808-1848mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy Tce (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600

**Scenic** - 4366-4573x1845mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 Tce (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 Tce (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 Tce (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 Tce (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynamique Tom	C	64.2	10.3	114	24	£22395

Auto: add £1100 to dCi (110), Limited: add £500 to Dynamique TomTom (not XMOD), Grand Scenic





## Phantom - 5609-6090x1987-1990mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.7V12 auto Phantom	M	19.1	5.7	347	N/A	E305375
6.7V12 auto Phantom Coupe	M	19.1	5.6	347	N/A	E333155
6.7V12 auto Phantom DHC	M	19.1	5.6	347	N/A	E327445
6.7V12 auto Phantom EWB	M	18.9	5.8	349	N/A	E357875

## SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128  
Warranty: 3 years/60000 miles

### Mii - 3540x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 12v (60) S 3dr	B	62.8	14.4	105	1	E8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	E8705
1.0 12v (60) S 3dr	A	68.9	14.4	96	1	E2330
1.0 12v (60) S 3dr	B	62.8	14.4	105	1	E9630
1.0 12v (60) T-TECH 3dr	B	62.8	14.4	105	3	E9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	E10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	E10995

Auto: add £1130 to SE, 5dr: add £350

### Ibiza - 4031-4072x1693mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	E11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	E13305
1.2 TDI S Eco motive 3dr	A	80.7	13.9	92	7	E13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	E12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	E12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	E12870
1.2 TDI DSG SE 3dr	D	53.3	9.7	124	12	E14185
1.2 TDI SE Eco motive SC 3dr	A	80.7	13.9	92	7	E14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	E14910
1.2 TDI T-TECH SC 3dr	C	55.4	9.8	119	15	E13790
1.2 TDI FR SC 3dr	C	55.4	9.8	119	12	E14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	E15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	E15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	E17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	E18980

DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

### Toledo - 4482x1703mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	E14265
1.2 TSI (105) S	C	56.5	10.4	116	13	E15295
1.2 TSI (105) T-TECH	C	56.5	10.4	116	13	E17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	E17965
1.6 TDI (105) Eco motive S	B	72.4	10.6	104	15	E17150
1.6 TDI (105) Eco motive T-TECH	B	72.4	10.6	104	15	E18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

### Leon - 4263x1784mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S 5dr	C	57.6	10.0	114	12	E16115
1.2 TSI (105) S 5dr	A	74.3	10.7	99	13	E17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	E17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	E17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	E18935
1.6 TDI (110) Eco motive SE 5dr	A	85.6	10.7	87	14	E19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	E20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	E20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	E20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	E21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	E22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	E25860
2.0 TSI (280) Cupra 3dr	F	44.1	5.8	149	26	E27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	E24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	E28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than SE, Leon ST: add £825

### Altea - 4282x1768mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.6 TDI (105) Eco motive T-TECH	C	62.8	12.2	119	14	E19345
2.0 TDI (140) T-TECH	D	57.6	9.7	129	19	E20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

### Alhambra - 4854x1904mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 TDI (140) Eco motive S	F	50.0	10.9	146	18	E25630
2.0 TDI (140) T-TECH	F	50.0	10.9	146	18	E28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	E32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

## SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
Warranty: 3 years/60000 miles

### Citigo - 3563x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	E8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	E9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	E10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	E10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	E10695

ASG auto: add £305 to SE and Elegance (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

### Fabia (NEW) - 3992mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	E10600
1.0 MPI (75) S	B	58.8	14.7	108	4	E11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	E13740
1.4 TDI (90) S	A	83.1	11.1	88	12	E14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	E12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	E13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	E14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	E15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	E16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

### Rapid - 4483x1706mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	E13190
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1.2 TSI (86) S	C	55.4	11.8	119	10	E13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	E14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	E15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	E15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	E17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	E17830
1.2 TSI (105) Elegance	C	50.4	10.3	125	13	E16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	E19130
1.6 TDI (90) GreenLine	A	74.3	10.2	99	13	E17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

### Octavia - 4659x1814mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	E16310
1.6 TDI (105) S	A	74.3	10.4	99	13	E18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	E17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	E18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	E19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	E20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	E20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	E21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	E22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	E26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	E26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	E20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	E24020
2.0 TDI (220) vRS	F	45.6	6.8	142	29	E23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	E25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	E27990

DSG: add £1250 (E1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

### Superb - 4833x1817mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	E18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	E23990
1.6 TDI (105) S	C	62.8	12.1	117	17	E19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	E20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	E16665
1.8 TSI DSG Elegance	G	40.4	8.4	162	27	E25745
1.8 TSI SE	G	41.5	8.2	158	26	E21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	E24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	E26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	E25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	E27760
2.0 TDI (140) S	C	61.4	10.0	119	22	E20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	E22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	E23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	E30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	E32645

DSG: add £1435 to 2.0 TDI, Estate: add £125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

### Roomster - 4214x1684mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	E14185
1.2 TSI (86) S	E	50.0	12.6	134	9	E12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	E14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	E14130
1.2 12v (69) S	F	46.0	15.9	143	5	E21205
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	E16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	E15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	E15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

### Yeti - 4223x1793mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	E16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	E18205
2.0 TDI (110) S	E	55.4	11.6	134	14	E18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	E18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	E19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	E19955
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	E20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	E21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	E21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	E20230
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	E23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	E24640



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### Adam - 3698x1720, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 23

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 VVT Jam	D	53.3	14.9	124	3	£11405
1.4T (97) Jam	D	51.4	12.5	129	6	£11730
1.4 VVT (100) Jam	D	51.4	11.5	129	8	£12255
1.0T (115) Jam	C	57.6	9.9	114	10	£13455
1.4 VVT (87) Black Edition	D	51.4	12.5	130	8	£14995
1.4T (150) Grand Slam	E	47.8	8.5	139	N/A	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, White Edition: same price as Black Edition

### Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11995
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	9	£16650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e eFLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£11240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/e eFLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI V-Line: add £1035 to SRI

### Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12295
1.4 VVT (100) Design	D	51.0	12.9	129	9	£12520
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) eFLX S/S Excite	A	63.0	11.8	99	15	£19845
2.0 CDTi (165) Tech Line	C	62.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20015
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRI	B	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1300 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line: GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

### Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

### Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (160) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRI 5dr	D	60.1	8.7	129	24	£24814
2.0T (250) S/S V-Line SRI 5dr	H	39.2	7.5	165	26	£24444
1.4T (140) S/S Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite 5dr	J	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 5dr	H	39.2	7.5	165	26	£23609
2.0 CDTi (120) S/S Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23734
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S auto Elite 5dr	D	60.1	8.7	125	24	£23739
2.8 V6T VXR Sports Tourer 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 3dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI V-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

### Insignia Country T'ree - 4913x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

### Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610

### 1.4 VVT (100) SE (a/c) £ 46.3 13.9 140 8 £18445

1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

### Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) eFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (165) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1900 to SE

### Mokka - 4280mmx1777mm, EURO-NCAP N/A DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

### Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv, diesel

### GTC - 4466x1840mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	129	27	£24715
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

### Cascadia - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi (165) (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

### VXR8 - 4941mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.2	363	50	£54499
6.2 V8 GTS auto	M	18.0	4.2	373	50	£56224

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**Stephen Errity**

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**AE** MARATHON runners, Tour de France cyclists, triathletes – there are lots of candidates for the title of ‘world’s fittest athlete’, but racing drivers rarely get a look in. After all, they don’t need to be fit to just sit there and steer, do they?

Wrong. Driving a racing car – particularly a WEC or Formula One car – is one of the most physically demanding activities there is. Drivers experience huge forces every time they accelerate, brake or round a corner. Huge leg strength is necessary to press the brake hard enough to be effective, and general fitness must be high to ensure a driver remains at their peak all race.

To see just how high, we visited the Porsche Human Performance Centre at Silverstone, Northamptonshire.

In the days of James Hunt, when a cigarette was a crucial part of post-race

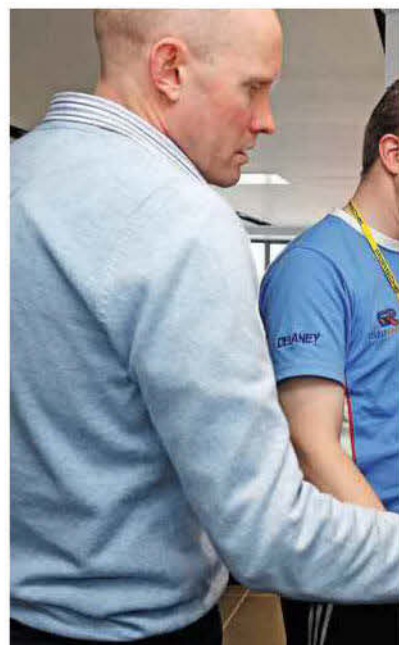
celebrations and more champagne was drunk than sprayed on the podium, fitness wasn’t a high priority for racers. And even by the early nineties, when 2009 Le Mans winner David Brabham made his Formula One debut, the importance of fitness to race driving wasn’t fully appreciated. “Initially, there was little interest, knowledge or understanding,” remembers Brabham.

“F1 was a big wake-up call for me after Formula 3. When I first tested a car in 1990, my neck muscles were gone after six laps. We weren’t fit and we weren’t serious – it was a different mindset.” Brabham believes Michael Schumacher was the first driver to take a systematic approach to race fitness, forcing everyone else to up their game.

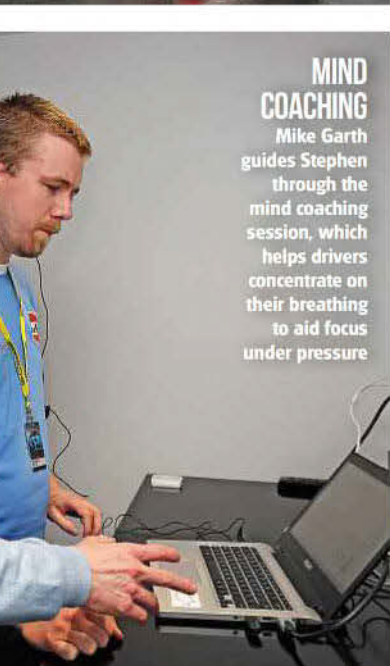
Even former Red Bull F1 ace and current Porsche World Endurance Championship driver Mark Webber had to rethink his approach to fitness when he reached the sport’s top level. “Doing



**GET TONED** Fitness now taken far more seriously in motorsport than it was 20 years ago, and superbly equipped Porsche Human Performance Centre is a testament to that







**MIND COACHING**  
Mike Garth guides Stephen through the mind coaching session, which helps drivers concentrate on their breathing to aid focus under pressure

**EXPERT GUIDANCE** Webber gets reporter Errity to do some core muscle exercises – the kind of tough training drivers do every day to maintain good posture in the car



**"CARDIOWALL IS A MACHINE MADE UP OF A SERIES OF LIGHTS THAT MEASURES AND TRAINS YOUR REFLEXES AND PERIPHERAL VISION. IT WORKED ON OUR SPEED, AGILITY AND RESPONSES"**



**BEST FOOT FORWARD** Strength and conditioning training works our man's hips and backside – ideal for cockpit work

sportscars with Mercedes in the late nineties was my first encounter with fitness camps and training," he says.

"I realised my fitness was down to me and I was paranoid about missing any opportunities due to not being in good enough shape. Some of the more naturally talented guys I raced against in the junior formulae missed out, as they didn't have the same discipline I did."

The investment made by Porsche GB in the Human Performance Centre is a perfect example of the organised approach to race fitness that has grown up since then. Staffed by a full-time team of fitness and nutrition professionals, the centre offers a range of programmes for racing drivers and other athletes, covering one-to-one coaching, endurance, heat acclimation, massage therapy and nutritional advice.

Auto Express had the chance to sample every aspect of the training it offers and get a clear idea of just how fit a race-winning driver needs to be.

Things got off to a gentle start with a mind coaching session led by Mike Garth – a former Toyota F1 race engineer who now works at "engineering the driver rather than the car". His technique focuses on controlling breathing and heart rate to maintain focus on the task at hand and improve decision-making under pressure – a key skill when there's five minutes of qualifying to go and you're still not on pole position. We

stepped it up after that with strength and conditioning training, aimed at building the muscles of the hips and backside that are put to work when drivers lean to one side or round a corner.

We then moved on to what were probably the toughest exercises all day: focusing on core strength. These included press-ups and their painfully difficult counterpart, the side plank, which involves raising yourself up using just one upper arm. For drivers, the aim here is to improve posture – without it, all those hours spent sitting in a tight racing-car cockpit can lead to a round-shouldered, hunched-over profile.

After a suitably healthy lunch we sat down with one of the centre's managers, former international triathlete Andy Blow, for some nutrition advice. Here, the rules for racing drivers are the same as for anyone else: avoid processed foods, make fruit and vegetables your main source of carbohydrates and eat fish or white meat for protein.

To finish, coach Gareth Evans worked on our speed, agility and responses. Key to this was the 'CardioWall' – a machine made up of a series of lights that measures and trains your reflexes and peripheral vision.

We were sore and tired by the end of our visit – and this was just a taster of the fitness regime racing drivers have to endure every day. So, next time you're slumped on the couch on a Sunday afternoon watching Hamilton and co. take to the grid, remember that even though they're also sitting down, they're working a lot harder than you!

**"SOME OF THE MORE NATURALLY TALENTED GUYS I RACED AGAINST IN THE JUNIOR FORMULAE MISSED OUT, AS THEY DIDN'T HAVE THE SAME DISCIPLINE I DID"**

**MARK WEBBER**  
World Endurance Championship driver, Porsche





# Wilson tops Brit bill at Sebring



**Stephen Errity**

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**AE** BRITISH ex-Formula One driver Justin Wilson has bagged a top prototype drive for this weekend's Sebring 12 Hours race in Florida.

The 36-year-old Sheffield-born racer will line up in Michael Shank Racing's Honda-engined Ligier coupé alongside Brazilian veteran Oswaldo Negri Jr and local Florida driver John Pew.

Wilson has concentrated mainly on the American IndyCar series since his single F1 season with Minardi and Jaguar in 2003, but he's also regularly contested the season-opening Daytona and Sebring endurance events for the Michael Shank Racing team in previous years.

The car he'll drive at Sebring claimed both pole position and the fastest lap of the race at Daytona in January, before coming home sixth.

"I'm really excited to be back with Mike and to drive the new car. Hopefully we can bring Honda a big result," said

■ **Ex-F1 driver secures top prototype drive** ■ **Brits Turner, Gavin and Tandy in factory GT battle**

Wilson will drive Michael Shank Racing's Ligier-Honda at Sebring



Courtesy of IMSA

**"The car Wilson will drive at Sebring claimed pole position and fastest lap at Daytona in January"**

Courtesy of IMSA



**JUSTIN WILSON**  
MSR Ligier prototype



**RYAN DALZIEL**  
ESM Honda prototype



**OLIVER GAVIN**  
Factory Corvette GT



**NICK TANDY**  
Factory Porsche GT

Wilson. "Everyone's raved about it; Oswaldo and John love driving it."

The Sebring drive is the first piece of good news for Wilson in several months, as he's currently without a seat for the 2015 IndyCar series, which kicks off in St Petersburg, Florida, at the end of this month.

Also on the Sebring grid, Scottish racer Ryan Dalziel is part of Extreme Speed Motorsport's two-car assault on the race. He'll be looking to make up for a disappointing showing at Daytona that ended in retirement.

In the GT class, three top British drivers will be in the thick of the fight

among the works teams. Corvette Racing's Oliver Gavin will be looking to build on his third place at Daytona, while at the works Aston Martin team Darren Turner joins Pedro Lamy and Mathias Lauda (son of F1 legend Niki).

Porsche factory driver Nick Tandy, who's set to race the brand's top-tier LMP1 prototype at Spa and Le Mans, will continue his American GT racing campaign at Sebring, lining up with fellow works drivers Patrick Pilet and Richard Lietz in one of two 911s.

UK viewers can watch the Sebring 12 Hours online at [www.imsa.com](http://www.imsa.com) from 2:45pm on Saturday afternoon.

## Merc F1 shoot-out for Goodwood

CONTEMPORARY Formula One will take to the Goodwood circuit in West Sussex for the first time in over 20 years this weekend, as part of a special shoot-out at the track's 73rd Members' Meeting.

The race will see a 2013 Mercedes F1 car driven by Anthony Davidson take on the latest Mercedes-AMG GT road car driven by ex-F1 man Karl Wendlinger and a classic AMG 300 SEL racer in the hands of seventies F1 ace Jochen Mass.

A staggered start will see Mass' car given a head-start, before the AMG GT sets off, then the F1 racer. Organisers are aiming to have all three cars cross the finish line together after two laps.

Although Goodwood circuit stopped hosting races in 1966, it continued to



**SILVER ARROW**

Mercedes will run 2013-spec F1 car at this weekend's Goodwood race meeting

be used as a venue for F1 testing until the mid-eighties, with Nelson Piquet reportedly setting a time of 1:03 in a turbo Brabham in 1981.

Other highlights at this weekend's Member's Meeting are demo laps by

seventies F1 cars and the biggest gathering of McLaren F1 GTRs since its mid-nineties Le Mans heyday.

There's also a full programme of historic single-seater, sportscar and touring-car racing lined up.



■ **JOTA SIGNS MITCH EVANS**

BRITISH sportscar squad Jota Sport has completed its 2015 line-up by signing promising young New Zealander Mitch Evans.

The 20-year-old is a protégé of ex-Red Bull F1 star Mark Webber. He'll drive for Jota at the Spa World Endurance Championship round and the Le Mans 24 Hours – taking the place of Filipe Albuquerque, who's set to race for Audi at those events.





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**AE** THE Geneva Motor Show, which finally closed its doors on Sunday [15 March], will be remembered for three things: meaningful production cars, largely meaningless concepts and McLaren-Honda's just-born F1 car.

But one of the most important and symbolic events was missed by the majority of showgoers. It was the shock marriage between Korea's Samsung and Spain's SEAT. Only a handful of close friends and relatives were invited to the private wedding ceremony on the Lake Lemman shoreline. I blagged my way into the post-wedding reception, seeing for myself that SEAT looked like the world's happiest bride.

And so it should, because Barcelona's underrated, often forgotten brand – barely known outside Europe and Latin America – has achieved the near impossible by courting then rapidly tying the knot with Seoul's colossal electronics empire, which is known and respected globally.

When the Spaniards describe it as the “perfect alliance”, I can see where they're coming from. But when they formally declare that the “first SEAT cars powered by Samsung [will be] on roads before the middle of the year”, they give the impression – wrongly – that SEATs will be propelled by state-of-the-art power packs from Samsung. True, the two have made legally binding agreements “for technological solutions to provide total connectivity across SEAT's range”. But that's not quite the same as Samsung power in SEAT engine bays.

The Spaniards insist anything is possible with Samsung in the mid to long term. But ‘SamSEAs’ (Samsung-supplied power and battery packs beneath SEAT car bodies) are still some way off. Looking at the bigger picture, SEAT is a young adopted daughter of the VW Group and the wedding conveniently means South Korea's number one consumer brand and empire has married into the VW/Wolfsburg dynasty.

Once it has finally shaken off the baggage of its lukewarm first marriage to Renault, I suspect it may eventually become a major partner in a future VW-Samsung supergroup. Who better than these two to become the biggest-selling, funkiest, best-known, most successful and respected automotive/tech partnership on the planet?



## Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

**W** Underrated SEAT has achieved the near impossible by rapidly tying the knot with electronics empire Samsung



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35 monthly payments of*:	£185.00	SEAT UK Deposit contribution <sup>1</sup> :	£1,000.00	Total payable by customer:	£17,936.76	Total amount payable:	£18,936.76	Representative APR:	5.80%
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